

BRADSHAW'S
Railway Companion,

CONTAINING

THE TIMES OF DEPARTURE,

FARES, &c.

OF THE RAILWAYS IN ENGLAND,

AND ALSO

Hackney Coach Fares,

FROM THE PRINCIPAL RAILWAY STATIONS.

ILLUSTRATED WITH

MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,

AND PLANS OF
LONDON, BIRMINGHAM, LEEDS,
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

MANCHESTER :

PRINTED & PUBLISHED BY BRADSHAW & BLACKLOCK,
27, BROWN-STREET; AND SOLD BY

W. J. ADAMS, 170, FLEET-STREET LONDON;

AND ALL BOOKSELLERS AND RAILWAY COMPANIES

1842.

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1842.

LONDON, WEST.



LONDON, EAST.



City of London
City and Liberties of Westminster
Borough of Southwark

Scale of Half a Mile

LONDON, WEST.



LONDON, EAST.



City of London
City and Liberties of Westminster
Borough of Southwark

Scale of Half a Mile

NOTICE TO THE PUBLIC.

The Time Tables forming this little Work are arranged as a Sheet, and published, with the assistance of the Railway Companies, on the 1st of every Month, price 3d. Parties desirous of keeping the Companion correct may be enabled to do so, by purchasing one of those Sheets and substituting the Tables, in which alterations are made, for those in the Work.

The names of such Tables as have undergone a change will be mentioned at the foot of the Sheet.

| Distances from Euston station | DOWN TRAINS. | 6 | 7 | 8 | 8½ | 9 | 9½ | 11 | 2 | 3 | 5 | 6 | 8½ | 9 | FARES. | | | |
|-------------------------------|-----------------------|-----------------------------|---------------------------------|-----------------------------|---------------------------------|-----------------------------|---------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|--------------------------------|--------------------------------|----------------------------|
| | | <i>a.m.</i> <i>mixed</i> | <i>a.m.</i> <i>3rd class</i> | <i>a.m.</i> <i>mixed</i> | <i>a.m.</i> <i>1st class</i> | <i>a.m.</i> <i>mixed</i> | <i>a.m.</i> <i>1st class</i> | <i>a.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | <i>p.m.</i> <i>mixed</i> | 4 inside by day, or 1 c. 6 in by night. | 1st cls. car. 6 inside by day. | 2nd cls. car. closed by night. | 2nd cls. car. open by day. |
| Mls. | STATIONS | †† | | | *½† | †† | *½ | *† | † | | | | | | s. d. | s. d. | s. d. | s. d. |
| | LONDON | 6 0 | 7 0 | 8 0 | 8 45 | 9 15 | 9 45 | 11 0 | 2 0 | 3 0 | 5 0 | 6 0 | 8 30 | 9 0 | 2 6 | 3 0 | 2 6 | 2 0 |
| 11½ | Harrow (arrival) .. | | 7 42 | 8 29 | .. | .. | .. | 11 47 | 2 29 | 3 29 | 5 29 | 6 29 | .. | .. | 5 0 | 4 6 | 4 0 | 3 0 |
| 17½ | WATFORD | 6 46 | 8 2 | 8 47 | .. | 10 0 | .. | .. | 2 47 | 3 47 | 5 47 | 6 47 | .. | .. | 7 0 | 6 6 | .. | .. |
| 21 | Kings Langley .. | .. | 8 17 | 8 57 | .. | .. | .. | .. | 3 7 | 4 7 | 6 2 | 7 7 | .. | .. | .. | .. | 5 6 | 4 0 |
| 24½ | Boxmoor | .. | 8 32 | 9 7 | .. | .. | .. | .. | 3 19 | 4 19 | 6 19 | 7 19 | .. | .. | 8 0 | 7 6 | 6 6 | 5 0 |
| 28 | Berkhampstead .. | .. | 8 47 | 9 19 | .. | .. | .. | .. | 3 31 | 4 31 | 6 23 | 7 31 | 9 48 | 10 11 | 9 6 | 8 6 | 7 0 | 5 0 |
| 31½ | TRING | 7 21 | 9 1 | 9 31 | 10 8 | 10 36 | 11 1 | 12 24 | 3 43 | 4 43 | 6 35 | 7 43 | .. | .. | .. | 9 6 | .. | 6 0 |
| 43½ | Aylesbury | .. | .. | 10 15 | .. | .. | .. | 12 44 | 3 51 | .. | 6 42 | 7 51 | .. | .. | 12 0 | 11 0 | 9 0 | 7 6 |
| 41 | LEIGHTON | 7 41 | 9 36 | 9 51 | .. | .. | .. | .. | 4 6 | .. | 8 6 | .. | .. | .. | 13 6 | 12 6 | 10 6 | 8 6 |
| 46½ | Bletchley & F. Stfd. | .. | 9 56 | 10 6 | .. | .. | .. | .. | 4 20 | .. | 7 7 | 8 30 | 10 35 | 10 55 | 15 6 | 14 0 | 11 6 | 9 6 |
| 52½ | WOLVERTON .. | 8 7 | 10 10 | 10 20 | 10 55 | 11 22 | 11 45 | 1 11 | 4 40 | .. | .. | .. | .. | .. | 17 6 | 16 0 | 13 6 | 19 6 |
| 60 | Roads | .. | 10 40 | 10 49 | .. | .. | .. | .. | 4 49 | .. | .. | .. | .. | .. | 18 6 | 17 0 | 14 0 | 11 6 |
| 62½ | BLISWORTH .. | 8 42 | 12 30 | 10 58 | .. | 11 55 | 12 17 | 1 48 | 4 58 | .. | 7 42 | .. | .. | .. | 20 6 | 18 6 | 15 6 | 12 6 |
| 69½ | Weedon | 8 59 | 12 49 | 11 17 | 11 51 | 12 12 | 12 36 | 2 7 | 5 17 | .. | 8 1 | .. | 11 26 | 11 42 | 22 0 | 20 0 | 17 0 | 13 6 |
| 75½ | Crick (and Welton) .. | .. | 1 9 | 11 35 | .. | .. | .. | .. | 5 35 | .. | .. | .. | .. | .. | 22 0 | 20 0 | 17 0 | 13 6 |
| 83 | RUGBY (Md. C. J.) | 9 30 | 1 28 | 11 56 | .. | 1 0 | 1 8 | 2 43 | 5 56 | .. | 8 38 | .. | 11 58 | 12 15 | 24 6 | 22 0 | 18 6 | 15 0 |
| 89 | Brandon | .. | 1 48 | 12 13 | .. | .. | .. | .. | 6 13 | .. | .. | .. | .. | .. | 26 0 | 24 0 | 20 0 | 16 0 |
| 94 | COVENTRY | 9 57 | 2 2 | 12 26 | .. | .. | 1 34 | 2 12 | 6 26 | .. | 9 2 | .. | 12 27 | .. | 27 6 | 25 0 | 21 0 | 16 6 |
| 103 | Hampton (Dby. Jn.) | 10 25 | 2 36 | 12 55 | 1 21 | .. | .. | 3 38 | 6 55 | .. | .. | .. | .. | .. | 30 0 | 27 6 | 23 0 | 18 6 |
| 112½ | BIRMINGHAM .. | 11 15 | 3 30 | 1 45 | 2 0 | .. | 2 30 | 4 30 | 7 45 | .. | 10 15 | .. | 1 30 | .. | 32 6 | 30 0 | 25 0 | 20 0 |

The 3rd class train takes passengers, private carriages, and horses, at the following charges:—From London to Birmingham, Passengers 14s., private carriages £3, horse boxes £4, and in proportion for intermediate stations.

Sunday Trains.—Mixed, 8½, 9½ *½ mail a.m., Mail mixed 8½ *½ and 9½† p.m. Mixed to Wolverton 6 p.m.,

* Trains in conjunction with the Grand Junction, Liverpool and Manchester. † Trains in conjunction with the Birmingham and Derby Junction. ‡ Trains in conjunction with the North Midland. § Trains in conjunction with the North Union, and Lancaster and Preston Junction. ¶ Trains in conjunction with the Midland Counties, Leicester, Nottingham, and Derby.

Children under Ten Years of age, Half-price. Infants in arms, unable to walk, free of charge—Soldiers *en route* are charged under a special agreement.—Dogs are charged for any distance not exceeding 30 miles, 1s.; 55 miles, 2s.; 85 miles, 3s.; and the whole distance, 4s. No dogs allowed to be taken inside the carriages. No Smoking is allowed at the stations, or in the company's carriages.

The check ticket given to the passenger on the payment of his fare will be required from him on leaving the coach or at the station next before his arrival at London or Birmingham; and if not then presented he will be liable to have the Fare again demanded.

Carriages and Horses cannot be forwarded by any train unless there, at the least, fifteen minutes before its time of departure, which time is punctually observed, and after the doors are closed no Passengers can be admitted.

The company will only hold themselves responsible for Luggage when it is booked and paid for, according to its value. strongly recommend to Passengers to have their Name and Destination in all cases distinctly marked thereon, and to satisfy themselves

Post Horses, for the conveyance of Carriages arriving at the Euston station, are always in readiness, at a charge of 10s. 6d., including post-boy, to any part of London.

| Distances from Birming. sta. | UP TRAINS. | 6 ³ / ₄ | 8 | 7 | 11 | 8 ¹ / ₂ | 10 | 12 | 1 ¹ / ₂ | 4 | 2 ¹ / ₂ | 4 | 6 | 12 | 1 | FARES. | | | | |
|---------------------------------|-----------------------|-------------------------------|-------|-------|-------|-------------------------------|-------|-------|-------------------------------|------|-------------------------------|-------------|-------|------------|------|--|--------------------------------------|--------------------------------------|------------------------------|--|
| | | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | noon | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | a.m. | 4 inside by day, or 1 c1.6 in by night | 1st cls. car. 6 inside by day. | 2nd cls. car. closed by night. | 2nd cls. car. open by day | |
| | | mixed | mixed | mixed | mixed | * ml. 1 cl. | † \|\| | * ‡ \|\| | * ‡ | ‡ \|\| | 3rd class | * 1st class | ‡ \|\| | * ml. mxd. | ‡ \|\| |  |  |  |  |  |
| Mls. | STATIONS | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM .. | .. | .. | 7 0 | .. | 8 30 | 10 0 | 12 0 | 1 15 | .. | 2 20 | 4 0 | 6 0 | 12 0 | .. | s. d. | s. d. | s. d. | s. d. | |
| 9 ¹ / ₂ | Hampton (Dby. Jn.) .. | .. | .. | 7 20 | .. | 10 20 | 12 20 | 1 35 | .. | .. | 2 54 | 4 20 | 6 19 | .. | .. | 2 6 | 2 6 | 2 0 | 1 0 | |
| 18 ¹ / ₂ | COVENTRY | .. | .. | 7 47 | .. | 9 12 | 10 47 | 12 47 | 2 4 | .. | 3 29 | 4 47 | 6 45 | 12 47 | .. | 5 0 | 4 6 | 4 0 | 3 0 | |
| 23 ¹ / ₂ | Brandon | .. | .. | 8 5 | .. | .. | .. | 1 5 | .. | .. | 3 47 | .. | 7 3 | .. | .. | 7 0 | 6 0 | 5 0 | 4 0 | |
| 29 ¹ / ₂ | RUGBY (Mid. C. J.) .. | .. | .. | 8 23 | .. | 9 43 | 11 17 | 1 23 | 2 35 | 4 0 | 4 13 | 5 17 | 7 18 | 1 23 | 1 5 | 8 6 | 8 0 | 6 6 | 5 0 | |
| 37 | Crick and Welton .. | .. | .. | 8 50 | .. | .. | .. | 1 50 | .. | .. | 4 41 | .. | 7 42 | .. | .. | 11 0 | 10 0 | 8 6 | 6 6 | |
| 42 ¹ / ₂ | Weedon | .. | .. | 9 4 | .. | 10 18 | 11 54 | 2 4 | 3 11 | 4 30 | 5 4 | 5 54 | 7 56 | 2 4 | 1 40 | 12 6 | 11 6 | 9 6 | 7 6 | |
| 49 ¹ / ₂ | BLISWORTH | .. | .. | 9 27 | .. | 10 40 | 12 15 | 2 28 | 3 35 | 4 52 | 5 28 | 6 16 | 8 17 | 2 28 | 2 0 | 14 6 | 13 0 | 11 0 | 8 6 | |
| 52 ¹ / ₂ | Road | .. | .. | 9 35 | .. | .. | .. | 2 38 | .. | .. | 5 37 | .. | 8 27 | .. | .. | 15 6 | 14 0 | 11 6 | 9 6 | |
| 59 ¹ / ₂ | WOLVERTON | 6 45 | 8 0 | 9 55 | .. | 11 5 | 12 40 | 3 0 | 4 0 | 5 17 | 6 50 | 6 40 | 8 45 | 2 55 | 2 30 | 17 6 | 16 0 | 13 6 | 10 6 | |
| 65 ¹ / ₂ | Bletchley & F. Stfd. | 6 58 | 8 14 | 10 21 | .. | .. | .. | 3 26 | .. | .. | 7 20 | .. | .. | .. | .. | 19 6 | 17 6 | 15 0 | 12 0 | |
| 71 ¹ / ₂ | LEIGHTON | 7 14 | 8 30 | 10 37 | .. | .. | 1 16 | 3 42 | .. | .. | 7 40 | 7 16 | 9 21 | .. | .. | 21 0 | 19 0 | 16 0 | 12 6 | |
| | Aylesbury | 7 0 | .. | .. | 11 0 | .. | .. | .. | .. | .. | .. | 7 0 | .. | .. | .. | 21 6 | .. | .. | 14 6 | |
| 80 ¹ / ₂ | TRING | 7 41 | 8 57 | 11 5 | 11 26 | 12 6 | 1 42 | 4 11 | 5 0 | 6 17 | 8 10 | 7 42 | 9 46 | 4 1 | 3 35 | 23 6 | 21 6 | 18 0 | 14 6 | |
| 84 ¹ / ₂ | Berkhamstead | 7 54 | 9 9 | 11 16 | 11 39 | .. | .. | 4 25 | .. | .. | 8 22 | .. | .. | .. | .. | 24 6 | 22 6 | 19 0 | 15 0 | |
| 87 ¹ / ₂ | Boxmoor | 8 4 | 9 19 | 11 25 | 11 49 | .. | .. | 4 34 | .. | .. | 8 32 | .. | .. | .. | .. | 25 6 | 23 6 | 19 6 | 15 6 | |
| 91 ¹ / ₂ | Kings Langley | 8 12 | 9 27 | .. | 11 57 | .. | .. | .. | .. | .. | 8 42 | .. | .. | .. | .. | .. | .. | .. | .. | |
| 94 ¹ / ₂ | WATFORD | 8 21 | 9 36 | 11 40 | 12 7 | 12 35 | 2 11 | 4 49 | .. | 6 45 | 8 52 | 8 11 | 10 15 | .. | .. | 27 6 | 25 6 | 21 0 | 17 0 | |
| 100 ¹ / ₂ | Harrow | 8 39 | 9 54 | 11 55 | 12 24 | .. | .. | 5 7 | .. | .. | 9 10 | .. | .. | .. | .. | 29 6 | 27 0 | 22 6 | 18 0 | |
| 112 ¹ / ₂ | LONDON | 9 30 | 10 30 | 12 45 | 1 15 | 1 30 | 3 15 | 6 0 | 6 30 | 7 45 | 10 0 | 9 15 | 11 15 | 5 30 | 5 0 | 32 6 | 30 0 | 25 0 | 20 0 | |

The 3rd class train takes passengers, private carriages, and horses, at the following charges—From Birmingham to London, Passengers 14s. carriages £3, horse boxes £4 and in proportion for intermediate stations.

Sunday Trains.—Mixed 8 $\frac{1}{2}$ * $\frac{1}{2}$ mail a.m. Mixed 1 $\frac{1}{2}$ * $\frac{1}{2}$ p.m., mail mixed 12,* $\frac{1}{2}$ (& 1 || $\frac{1}{2}$ a.m. from Rugby), from Wolverton 6 $\frac{1}{2}$ a.m.

* Trains in conjunction with the Grand Junction, Liverpool and Manchester. † Trains in conjunction with the Birmingham and Derby Junction, ‡ Trains in conjunction with the North Midland. § Trains in conjunction with the North Union and Lancaster and Preston Junction. || Trains in conjunction with the Midland Counties, Leicester, Nottingham and Derby.

Passengers are especially recommended to have their names and address, or destination, *legibly written* on each part of their luggage, when it will be placed on the top of the coach in which they ride. If the passenger be destined to Liverpool or Manchester, and have booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed until it reach its destination; and to prevent mistake the passenger should show his ticket to the porters, and see that his luggage is placed on the proper coach.

A passenger having paid his fare, and taken out a ticket, may go by any of the trains of *that day*, but the ticket will not be available on the following day unless under special circumstances, when it may be exchanged for a new pass for the day required.

The Eagle coach through Bedford to Cambridge leaves Weedon station, after the arrival of the first Midland Counties up train, six minutes before 12, and arrives at Cambridge at 7 the same evening.

Carriages, Trucks, and Horse Boxes are kept at the principal stations; but to prevent possibility of disappointment, it is requisite that one day's previous notice be given whenever they are required.

GREAT WESTERN.

4

| Dis- tance. | DOWN TRAINS. STATIONS. | 8 $\frac{1}{2}$ | 6 | 11 | 8 | 9 | 10 $\frac{1}{2}$ | 11 | 12 | 1 $\frac{1}{2}$ | 2 | 4 | 5 | 5 $\frac{1}{2}$ | 7 $\frac{1}{2}$ | 8 55 | GOODS. | |
|-------------------|-------------------------------|-----------------|---------------|-------|-------|------|------------------|-------|-------|-----------------|------|------|------|-----------------|-----------------|---------------|-----------------|-----------------|
| | | a.m. | a.m. mail. | a.m. | a.m. | a.m. | a.m. mail. | a.m. | noon. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. mail. | a.m. | p.m. |
| Mis. | PADDINGTON .. | .. | 6 0 | .. | 8 0 | 9 0 | 10 15 | 11 0 | 12 0 | 1 30 | 2 0 | 4 0 | 5 0 | 5 30 | 7 30 | 8 55 | 4 $\frac{1}{2}$ | 9 $\frac{1}{2}$ |
| 5 $\frac{1}{2}$ | Ealing | .. | .. | .. | .. | 9 11 | .. | 11 11 | .. | 1 41 | .. | 4 11 | .. | 5 41 | 7 41 | .. | .. | .. |
| 7 $\frac{1}{2}$ | Hanwell | .. | .. | .. | .. | 9 15 | .. | 11 15 | .. | 1 45 | .. | 4 15 | .. | 5 45 | 7 45 | .. | .. | .. |
| 9 | Southall | .. | A | .. | .. | 9 20 | .. | 11 20 | .. | 1 50 | .. | 4 20 | .. | 5 50 | 7 50 | .. | D. | .. |
| 13 | West Drayton | .. | .. | .. | B | 9 29 | .. | 11 29 | .. | 1 59 | .. | 4 29 | .. | 5 59 | 7 59 | 9 20 | 5 24 | 10 30 |
| 18 | SLOUGH | 6 35 | .. | .. | 8 40 | 9 40 | 10 50 | 11 40 | 12 40 | 2 10 | 2 38 | 4 40 | 5 53 | 6 12 | 8 10 | 9 30 | 5 44 | 10 30 |
| 22 $\frac{1}{2}$ | MAIDENHEAD .. | 6 45 | .. | .. | B | 9 50 | 11 2 | 11 50 | .. | .. | 2 50 | 4 50 | .. | 6 20 | 8 20 | 9 40 | 6 30 | .. |
| 30 $\frac{1}{2}$ | Twyford | .. | .. | .. | 9 5 | .. | .. | .. | 1 12 | .. | 3 8 | 5 8 | .. | .. | 8 38 | .. | 6 30 | .. |
| 35 $\frac{1}{2}$ | READING | 7 15 | .. | .. | 9 20 | .. | 11 35 | .. | 1 25 | .. | 3 22 | 5 20 | 6 15 | .. | 8 50 | 10 10 | 6 50 | 11 36 |
| 41 $\frac{1}{2}$ | Pangbourne | .. | .. | .. | 9 35 | .. | .. | .. | 1 42 | .. | .. | .. | 6 27 | .. | 9 5 | .. | 7 40 | .. |
| 44 $\frac{1}{2}$ | Goring | 7 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 40 | .. | 9 12 | .. | .. | .. |
| 47 $\frac{1}{2}$ | Wallingford Road .. | .. | .. | .. | 9 49 | .. | .. | .. | 1 56 | .. | 3 45 | .. | 6 40 | .. | 9 20 | 10 35 | 12 19 | .. |
| 50 $\frac{1}{2}$ | STEVENTON | 7 55 | .. | .. | 10 8 | .. | 12 18 | .. | 2 15 | .. | 4 3 | .. | 6 58 | .. | 9 35 | 10 50 | 8 30 | 12 50 |
| 63 $\frac{1}{2}$ | Farington Road | 8 10 | .. | C | .. | .. | 12 33 | .. | .. | .. | 4 18 | .. | 7 14 | .. | 9 50 | 11 5 | .. | 1 19 |
| 71 $\frac{1}{2}$ | Shrivenham | .. | .. | .. | 10 38 | .. | .. | .. | 2 45 | .. | 4 36 | .. | .. | .. | 10 5 | .. | 1 49 | .. |
| 77 | Swindon (Junction.) | 8 35 | .. | .. | 10 50 | .. | 1 0 | .. | 2 58 | .. | 4 50 | .. | 7 40 | .. | 10 20 | 11 30 | 10 0 | 2 15 |
| | Dep. for Cheltenham | 8 55 | .. | .. | 11 0 | .. | 1 10 | .. | 3 8 | .. | 5 0 | .. | 7 50 | .. | 11 40 | 11 0 | 8 55 | .. |
| | 81 $\frac{1}{2}$ Purton | 9 5 | .. | .. | 11 10 | .. | .. | .. | 3 18 | .. | 5 8 | .. | .. | .. | .. | 11 10 | 9 5 | .. |
| | 85 $\frac{1}{2}$ Minety | 9 15 | .. | .. | 11 20 | .. | 1 30 | .. | .. | .. | 5 18 | .. | 8 5 | .. | .. | 11 20 | 9 15 | .. |
| | 95 Cirencester | 9 50 | .. | .. | 11 40 | .. | 1 55 | .. | 3 48 | .. | 5 40 | .. | 8 30 | .. | .. | 12 25 | 11 40 | 9 50 |
| 77 | Swindon, Junc. (depr) | 8 45 | .. | .. | 11 0 | .. | 1 10 | .. | 3 8 | .. | 5 0 | .. | 7 50 | .. | 11 40 | 10 20 | 2 30 | .. |
| 82 $\frac{1}{2}$ | WOOT. BASSETT .. | 8 58 | .. | .. | .. | .. | 1 10 | .. | 3 20 | .. | 5 13 | .. | 8 2 | .. | 12 10 | 11 50 | 3 0 | .. |
| 93 $\frac{1}{2}$ | CHIPPENHAM | 9 23 | .. | .. | 11 32 | .. | 1 40 | .. | 3 45 | .. | 5 35 | .. | 8 25 | .. | .. | 12 40 | 3 45 | .. |
| 98 $\frac{1}{2}$ | Corsham | 9 33 | .. | .. | 11 42 | .. | .. | .. | 3 55 | .. | .. | .. | 8 35 | .. | .. | .. | .. | .. |
| 101 $\frac{1}{2}$ | Box | 9 43 | .. | p. m. | .. | .. | .. | .. | .. | .. | 5 55 | .. | .. | .. | .. | .. | .. | .. |
| 106 $\frac{1}{2}$ | BATH | 8 45 | 9 55 | 11 0 | 12 3 | 1 0 | 2 5 | .. | 4 15 | 5 0 | 6 10 | 8 30 | 9 0 | .. | 12 40 | 1 20 | 5 0 | .. |
| 108 $\frac{1}{2}$ | Twerton | 10 0 | .. | .. | .. | 1 5 | .. | .. | .. | 5 5 | .. | .. | .. | .. | .. | .. | .. | .. |
| 111 $\frac{1}{2}$ | Saltford | 8 58 | .. | 11 13 | .. | 1 13 | .. | .. | .. | 5 13 | .. | .. | .. | .. | .. | .. | .. | .. |
| 113 $\frac{1}{2}$ | Keynsham | 9 5 | 10 15 | 11 20 | .. | 1 20 | .. | .. | .. | 5 20 | .. | 8 50 | .. | .. | .. | 1 5 | 2 0 | 5 40 |
| 118 $\frac{1}{2}$ | BRISTOL, arrival .. | 9 15 | 10 30 | 11 30 | 12 30 | 1 30 | 2 30 | .. | 4 45 | 5 30 | 6 40 | 9 0 | 9 25 | .. | 1 15 | 7 0 | 9 25 | .. |
| | BRISTOL, depart .. | 9 25 | 10 50 | .. | 12 40 | .. | 2 40 | .. | 5 0 | .. | 7 0 | .. | .. | .. | .. | 7 18 | 9 45 | .. |
| 126 $\frac{1}{2}$ | Calling at Nailsea .. | 9 45 | 11 8 | .. | .. | .. | .. | .. | 5 18 | .. | 7 18 | .. | .. | .. | .. | 7 27 | 9 55 | .. |
| 130 $\frac{1}{2}$ | Clevedon Rd. at Yatt | 9 55 | 11 18 | .. | 1 5 | 3 3 | .. | .. | 5 26 | .. | 7 27 | .. | .. | .. | .. | 7 35 | .. | .. |
| 133 $\frac{1}{2}$ | Banwell | .. | 11 25 | .. | .. | .. | .. | .. | .. | 7 35 | .. | .. | .. | .. | .. | 7 42 | 10 15 | .. |
| 136 $\frac{1}{2}$ | WESTON SUPER .. | 10 15 | 11 35 | .. | 1 20 | .. | .. | .. | 5 40 | .. | 7 42 | .. | .. | .. | .. | 8 10 | 10 35 | .. |
| 145 $\frac{1}{2}$ | Highbidge | 10 35 | 11 53 | .. | .. | .. | 3 30 | .. | 5 56 | .. | 8 10 | .. | .. | .. | .. | 2 25 | 8 30 | 10 50 |
| 151 $\frac{1}{2}$ | BRIDGEWATER .. | 10 50 | 12 10 | .. | 1 50 | .. | 3 45 | .. | 6 10 | .. | 8 30 | .. | .. | .. | .. | .. | .. | .. |

N.B.—Trains will stop on particular days as indicated by the letters A Wednesdays, B B Saturdays, C Mondays, D Wednesdays, and E Tuesdays.

On Sundays.—From Paddington and Cirencester to Bridgewater, mail, at 10 15 a.m., 2, and mail 8 55 p.m.; from Paddington to Reading, at 9 a.m. from Paddington to Maidenhead, at 5 p.m.; from Paddington to Slough, at 9 30 a.m.; from Swindon Junction to Bridgewater, at 8 45 a.m.; from Bath to Bridgewater, at 8 45 a.m.; from Bath to Bristol, at 5, and 8 30 p.m.

N.B. Bridgewater is 11 miles from Taunton, 42 from Exeter, and 90 from Plymouth: Cirencester is 15 miles from Cheltenham, 12 from Stroud, and 17 from Gloucester. Goods' Trains on Sunday will leave Swindon at 1 10, instead of 8 55 a.m., or 11 a.m.

G R E A T W E S T E R N .

5

| Dis- tance. | UP TRAINS. STATIONS. | 7½ | 9 | 7½ | 7 | 8 | 8 40 | 8 | 9½ | 12 | 11½ | 12 44 | 4 | 3½ | 6 | 11 40 | GOODS. | |
|----------------|-------------------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|-------|--------|-------|
| | | a.m. | a.m. | a.m. | a.m. | a.m. | mail. | a.m. | a.m. | a.m. | a.m. | mail. | p.m. | p.m. | p.m. | p.m. | a.m. | p.m. |
| Mls. | BRIDGEWATER .. | .. | .. | .. | .. | .. | .. | 8 0 | 9 30 | .. | 11 30 | 12 44 | .. | 3 30 | 6 0 | 11 40 | 8 | 6 |
| 6½ | HIGHBRIDGE | .. | .. | .. | .. | .. | .. | 8 14 | 9 44 | .. | 11 25 | 12 59 | .. | 3 44 | 6 16 | .. | 8 14 | 6 16 |
| 16½ | WEST. SU MARE .. | .. | .. | .. | .. | .. | .. | 8 20 | 9 50 | .. | 11 25 | 1 5 | .. | .. | 6 25 | .. | 8 20 | 6 25 |
| 17½ | BANWELL | .. | .. | .. | .. | .. | .. | 8 42 | .. | .. | .. | .. | .. | 4 12 | 6 45 | .. | 8 50 | 6 55 |
| 21 | CLEVEDON R. (Yat.) .. | .. | .. | .. | .. | .. | .. | 8 50 | 10 18 | .. | 12 20 | 1 35 | .. | 4 20 | 6 55 | .. | 8 50 | 7 5 |
| 25 | Nailsea | .. | .. | .. | .. | .. | .. | 8 58 | 10 26 | .. | .. | 1 43 | .. | 7 5 | .. | .. | 8 58 | 7 5 |
| 33 | BRISTOL, arrival .. | .. | .. | .. | .. | .. | .. | 9 20 | 10 46 | .. | 12 50 | 2 4 | .. | 4 50 | 7 30 | 12 50 | 9 20 | 7 30 |
| | „ departure .. | .. | .. | .. | 7 0 | 8 0 | 8 40 | 10 0 | 11 0 | 12 0 | 1 0 | 2 30 | 4 0 | 5 0 | 7 40 | 1 0 | 3 0 | 9 30 |
| 38 | Keynsham | .. | .. | .. | .. | 8 10 | .. | 10 10 | .. | 12 10 | .. | 2 40 | 4 10 | .. | .. | .. | .. | .. |
| 40 | Saltford | .. | .. | .. | .. | .. | .. | 10 15 | .. | 12 16 | .. | .. | 4 15 | .. | 7 55 | .. | .. | .. |
| 43 | Twerton | .. | .. | .. | .. | 8 20 | .. | .. | .. | 12 22 | .. | .. | 4 22 | .. | .. | .. | .. | .. |
| 44½ | BATH | .. | .. | .. | 7 25 | 8 28 | 9 5 | 10 28 | 11 25 | 12 30 | 1 25 | 2 55 | 4 28 | 5 25 | 8 10 | 1 20 | 3 45 | 10 30 |
| 49½ | Box | .. | .. | .. | 7 40 | .. | .. | .. | .. | .. | 1 36 | .. | .. | 5 40 | .. | .. | .. | .. |
| 53 | Corsham | .. | .. | .. | 7 53 | .. | .. | .. | 11 51 | .. | .. | 3 26 | .. | 5 50 | .. | .. | .. | .. |
| 57½ | CHIPPENHAM .. | .. | .. | .. | 8 5 | .. | 9 40 | .. | 12 3 | .. | 1 57 | 3 38 | .. | 6 2 | .. | 1 50 | 4 40 | 11 20 |
| 68½ | WOOTN. BASSET .. | .. | .. | .. | 8 30 | .. | .. | .. | 12 28 | .. | .. | 4 8 | .. | .. | .. | .. | 5 20 | 12 20 |
| 92½ | CIRENCESTER .. | .. | .. | .. | 7 50 | .. | 9 35 | .. | 11 55 | .. | 1 40 | 3 30 | .. | 5 45 | .. | 1 40 | 5 45 | 1 40 |
| 82½ | MINETY | .. | .. | .. | 8 15 | .. | .. | .. | 12 18 | .. | 2 5 | 3 55 | .. | 6 10 | .. | .. | 6 10 | .. |
| 78½ | Purton | .. | .. | .. | 8 23 | .. | .. | .. | 12 28 | .. | 2 15 | .. | .. | 6 20 | .. | .. | 6 20 | .. |
| 74½ | SWINDON Jn. arri. .. | .. | .. | .. | 8 40 | .. | 10 20 | .. | 12 40 | .. | 2 30 | 4 15 | .. | 6 35 | .. | 2 25 | 6 35 | 2 25 |
| | „ depart. .. | .. | .. | 7 30 | 8 50 | .. | 10 30 | .. | 12 50 | .. | 2 40 | 4 25 | .. | 6 45 | .. | 2 35 | 6 50 | 2 40 |
| 80 | SHRIVENHAM .. | .. | .. | 7 42 | .. | .. | 10 42 | .. | 1 3 | .. | .. | 4 37 | .. | .. | .. | .. | 7 15 | .. |
| 87½ | FARINGDON ROAD .. | .. | .. | 7 58 | .. | .. | 10 55 | .. | .. | 3 3 | .. | .. | 7 10 | .. | 3 0 | 7 45 | .. | .. |
| 95 | STEVENTON | .. | .. | 8 12 | 9 30 | .. | 11 10 | .. | 1 32 | .. | 3 18 | 5 5 | 7 25 | .. | 3 18 | 8 15 | 4 0 | .. |
| 103½ | WALLINGFORD Rd. .. | .. | .. | 8 30 | 9 47 | .. | .. | .. | 1 50 | .. | .. | 5 22 | .. | .. | 3 36 | 8 45 | 4 30 | .. |
| 106½ | Goring | .. | .. | 8 38 | .. | .. | .. | .. | .. | .. | .. | 5 30 | .. | .. | .. | .. | .. | .. |
| 110 | PANGBOURNE | .. | .. | 8 46 | 10 0 | .. | .. | .. | .. | 3 45 | .. | .. | 7 55 | .. | .. | 9 10 | .. | .. |
| 115½ | READING | 7 30 | 9 0 | 10 12 | .. | 11 50 | .. | 2 20 | .. | 4 0 | 5 48 | .. | 8 10 | .. | 4 0 | 9 30 | 5 10 | .. |
| 120½ | TWYFORD | 7 40 | 9 10 | 10 22 | .. | .. | .. | 2 33 | .. | .. | 6 0 | .. | .. | .. | .. | 10 15 | .. | .. |
| 123½ | MAIDENHEAD .. | 7 56 | .. | 9 30 | .. | 11 15 | 12 20 | 1 45 | .. | 4 30 | 7 0 | 8 35 | .. | 4 29 | .. | 6 0 | .. | .. |
| 133½ | SLOUGH | 8 6 | 9 0 | 9 40 | 10 45 | 11 25 | 12 30 | 2 9 | 3 5 | 4 40 | 6 25 | 7 15 | 8 45 | .. | 4 40 | 10 55 | 6 30 | .. |
| 138½ | West Drayton | 8 18 | 9 10 | 9 53 | .. | 11 37 | .. | 2 19 | .. | .. | .. | 7 25 | .. | .. | 4 52 | .. | 6 50 | .. |
| 142½ | Southall | 8 28 | 9 19 | 10 3 | .. | 11 46 | .. | 2 19 | .. | .. | .. | 7 35 | .. | .. | .. | E | .. | .. |
| 144 | Hanwell | 8 33 | 9 24 | 10 9 | .. | 11 51 | .. | 2 24 | .. | .. | .. | 7 40 | .. | .. | .. | .. | .. | .. |
| 145½ | Ealing | 8 38 | 9 28 | 10 14 | .. | 11 56 | .. | 2 28 | .. | .. | .. | 7 45 | .. | .. | .. | .. | .. | .. |
| 151½ | PADDINGTON .. | 8 50 | 9 40 | 10 30 | 11 25 | 12 8 | 1 5 | 2 40 | 3 50 | .. | 5 25 | 7 5 | 8 0 | 9 30 | .. | 5 30 | 12 10 | 7 40 |

N.B.—A train will stop on a particular day as indicated by the initial T. (Tuesday).

On Sundays.—From Bridgewater to Paddington, mail, at 7 15 a.m., 12 44 (mail to Bristol), & 11 40 p.m. mail; from Bridgewater to Bath, at 2 30 and 6 p.m.; from Bristol to Bath, at 8 a.m., and 6 30 p.m.; from Bristol to the Swindon Junction, at 6 30 p.m.; from Cirencester to Paddington, at 9 35 a.m., 3 30 and 1 40 p.m.; from the Swindon Junction to Paddington, at 7 a.m.; from Maidenhead to Paddington, at 7 30 p.m.; from Slough to Paddington, at 5 p.m.

Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Bull and Mouth office, St. Martin's-le-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 9s. west of St. Martin's Lane, and 10s. 6d. beyond it, both including post-boy.

GREAT WESTERN TABLE OF FARES.

| Paddington to | PASSENGERS. | | | Carriages. | | Horses. | | Bristol to | PASSENGERS. | | | Carriages. | | Horses. | |
|-------------------|-------------|--------|--------|------------|--------|---------|------------------------|--------------------|-------------|--------|--------|------------|-------|---------|------------------------|
| | 1st | 2nd | 3rd | 4 | 2 | Each | Pair,same Property. | | 1st | 2nd | 3rd | 4 | 2 | Each | Pair,same Property. |
| | Class. | Class. | Class. | whl. | whl. | | | | Class. | Class. | Class. | whl. | whl. | | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | s. d. | s. d. | s. | s. |
| Ealing..... | 1 6 | 0 9 | .. | .. | .. | .. | .. | Paddington..... | 30 0 | 21 0 | 12 6 | 58 0 | 48 0 | 53 | 73 |
| Hanwell | 2 0 | 1 0 | .. | .. | .. | .. | .. | Ealing..... | 29 0 | 21 0 | .. | .. | .. | .. | .. |
| Southall | 2 6 | 1 3 | 0 9 | .. | .. | .. | .. | Hanwell | 28 0 | 20 6 | .. | .. | .. | .. | .. |
| West Drayton .. | 3 0 | 1 6 | 1 0 | .. | .. | .. | .. | Southall | 27 6 | 20 0 | 12 0 | .. | .. | .. | .. |
| Slough..... | 4 6 | 2 6 | 1 6 | 11 | 8 0 | 9 0 | 14 0 | W. Drayton | 27 0 | 19 6 | 11 6 | .. | .. | .. | .. |
| Maidenhead | 5 6 | 3 6 | 2 0 | 12 | 9 | 10 0 | 16 0 | Slough | 25 6 | 18 6 | 11 0 | 54 0 | 45 0 | 49 | 67 |
| Twyford | 7 0 | 5 0 | 2 6 | 16 | 12 0 | 14 0 | 24 0 | Maidenhead.... | 24 6 | 17 6 | 10 6 | 51 0 | 42 0 | 46 | 63 |
| Reading | 8 0 | 5 6 | 3 0 | 20 | 15 0 | 16 0 | 28 0 | Twyford | 23 0 | 16 0 | 10 0 | 47 0 | 38 0 | 42 | 58 |
| Pangbourne ... | 9 6 | 6 6 | 3 6 | 24 | 18 0 | 20 0 | 32 0 | Reading | 22 0 | 15 6 | 9 6 | 43 0 | 35 0 | 38 | 54 |
| Goring..... | 10 6 | 7 0 | .. | .. | .. | .. | .. | Pangbourne..... | 21 0 | 14 6 | 9 0 | 40 0 | 32 0 | 35 | 50 |
| Wallingford Road | 11 6 | 8 0 | 4 6 | 28 | 21 0 | 24 0 | 40 0 | Goring | 19 6 | 14 0 | .. | .. | .. | .. | .. |
| Steventon | 12 6 | 8 6 | 5 0 | 32 | 24 0 | 28 0 | 48 0 | Wallingford road.. | 18 6 | 13 0 | 8 0 | 36 0 | 29 0 | 32 | 46 |
| Faringdon Road.. | 14 0 | 10 0 | 6 0 | 36 | 0 27 0 | 32 0 | 52 0 | Steventon | 17 6 | 12 6 | 7 6 | 32 0 | 26 0 | 28 | 42 |
| Shrivenham..... | 17 0 | 12 0 | 7 6 | 39 | 0 29 0 | 35 0 | 55 0 | Farringdon road... | 16 0 | 11 0 | 6 6 | 28 0 | 23 0 | 25 | 37 |
| Swindon | 20 0 | 14 0 | 9 0 | 42 | 0 32 0 | 38 0 | 58 0 | Shrivenham | 13 0 | 9 0 | 5 0 | 24 0 | 20 0 | 22 | 32 |
| Purton | 21 6 | 15 0 | .. | .. | .. | .. | .. | Swindon | 10 0 | 7 0 | 3 6 | 20 0 | 17 0 | 19 | 27 |
| Minety | 23 0 | 16 0 | 10 0 | 45 | 0 35 0 | 41 0 | 61 0 | Purton | 10 6 | 7 6 | .. | .. | .. | .. | .. |
| CIRENCESTER | 25 0 | 18 0 | 11 0 | 48 | 0 38 0 | 44 0 | 64 0 | Minety | 11 0 | 8 0 | 4 0 | 20 0 | 17 0 | 19 | 27 |
| Wootton Bassett.. | 22 0 | 15 6 | 9 6 | 44 | 0 34 0 | 40 0 | 60 0 | CIRENCESTER | 12 0 | 8 6 | 4 6 | 22 0 | 18 0 | 20 | 29 |
| Chippenham | 24 6 | 17 6 | 10 6 | 47 | 0 37 0 | 43 0 | 63 0 | Wootton Bassett.. | 8 0 | 5 6 | 3 0 | 16 0 | 14 0 | 15 | 22 |
| Corsham | 25 6 | 18 6 | .. | .. | .. | .. | .. | Chippenham..... | 5 6 | 3 6 | 2 0 | 12 0 | 10 0 | 11 | 17 |
| Box | 26 6 | 19 0 | .. | .. | .. | .. | .. | Corsham | 4 6 | 2 6 | .. | .. | .. | .. | .. |
| BATH..... | 27 6 | 19 6 | 11 6 | 53 | 43 0 | 48 0 | 68 0 | Box | 3 6 | 2 0 | .. | .. | .. | .. | .. |
| Twerton | 28 6 | 20 0 | .. | .. | .. | .. | .. | BATH | 2 6 | 1 6 | 1 0 | 8 0 | 6 0 | 7 | 12 |
| Saltford | 29 0 | 20 6 | .. | .. | .. | .. | .. | Twerton | 2 3 | 1 3 | .. | .. | .. | .. | .. |
| Keynsham | 29 6 | 20 6 | .. | .. | .. | .. | .. | Saltford | 2 0 | 1 0 | .. | .. | .. | .. | .. |
| BRISTOL..... | 30 0 | 21 0 | 12 6 | 58 | 0 48 0 | 53 0 | 73 0 | Keynsham | 1 6 | 0 9 | .. | .. | .. | .. | .. |
| Nailsea | 32 0 | 22 0 | 13 0 | .. | .. | .. | .. | Nailsea | 2 0 | 1 0 | 0 9 | .. | .. | .. | .. |
| Clevedon Road .. | 33 0 | 22 6 | 13 6 | 61 | 0 51 0 | 56 0 | 76 0 | Clevedon Road .. | 3 0 | 1 6 | 1 0 | 8 0 | 6 0 | 7 | 12 |
| Banwell | 34 0 | 23 6 | .. | .. | .. | .. | .. | Banwell | 4 0 | 2 6 | .. | .. | .. | .. | .. |
| Weston Supr Mare | 35 0 | 24 0 | 14 6 | 64 | 0 54 0 | 59 0 | 79 0 | Weston Supr Mare | 5 0 | 3 0 | 2 0 | 12 0 | 9 0 | 10 | 16 |
| Highbridge..... | 36 6 | 25 6 | 15 0 | 68 | 0 57 0 | 63 0 | 83 0 | Highbridge..... | 6 6 | 4 6 | 3 0 | 16 0 | 12 0 | 14 | 24 |
| Brigewater | 38 0 | 26 6 | 16 0 | 72 | 0 60 0 | 65 0 | 85 0 | Brigewater | 8 0 | 5 6 | 3 6 | 20 0 | 15 0 | 16 | 28 |

Passengers are allowed ten minutes stoppage at Swindon Junction for refreshment, both Up and Down.

The Up Sunday evening Goods' train will leave Cirencester at 3 30 instead of 5 45 p.m.;

| Miles. | DOWN TRAINS. Depart from | 7 a.m. Mix. | 9 a.m. Mix. | 10½ a.m. Stop. | 11 a.m. Fast. | 1 p.m. Mix | 2½ p.m. Mix | 3 p.m. Fast | 4½ p.m. Mix | 5 p.m. Mix | 5½ p.m. Mix | 8½ p.m. Mail. | 12 noon goods | 10 p.m. goods | Fares. | | | |
|--------|-----------------------------|-------------------|-------------------|----------------------|---------------------|------------------|-------------------|-------------------|-------------------|------------------|-------------------|---------------------|---------------------|---------------------|-----------------|------------------|------------------|-----------------|
| | NINE ELMS.... | 7 0 | 9 0 | 10 15 | 11 0 | 1 0 | 2 15 | 3 0 | 4 15 | 5 0 | 5 30 | 8 30 | 12 0 | 10 0 | Fast. 1 Cls. | Mixed. 1 Cls. | Mixed. 2 Cls. | goods 3 Cls. |
| 3 | Wandsworth | .. | .. | 10 23 | .. | .. | 2 23 | .. | 4 23 | .. | 5 38 | .. | .. | .. | .. | 1 0 | 0 6 | .. |
| 6 | Wimbledon | .. | .. | 10 32 | .. | .. | 2 32 | .. | 4 32 | .. | 5 47 | .. | .. | .. | .. | 1 6 | 1 0 | .. |
| 10 | Kingston | .. | 9 25 | 10 45 | .. | 1 25 | 2 45 | .. | 4 45 | 5 25 | 6 0 | 8 50 | 12 40 | .. | .. | 2 0 | 1 6 | .. |
| 13 | Esher & Hamp. C. | .. | .. | 10 52 | .. | .. | 2 52 | .. | 4 52 | .. | 6 7 | .. | .. | .. | .. | 2 6 | 1 9 | .. |
| 15½ | Walton | .. | .. | 11 0 | .. | .. | 3 0 | .. | 5 0 | .. | 6 15 | .. | .. | .. | .. | 3 0 | 2 0 | .. |
| 17½ | Weybridge | .. | .. | 11 7 | .. | .. | 3 7 | .. | 5 7 | .. | 6 22 | 9 7 | .. | .. | .. | 3 6 | 2 6 | .. |
| 23 | Woking | 7 50 | 9 55 | 11 25 | 12 46 | 1 55 | 3 25 | 3 46 | 5 25 | 5 55 | 6 40 | 9 22 | 1 25 | 11 59 | 6 0 | 5 6 | 4 0 | 2 6 |
| 31½ | Farnborough | 8 10 | 10 20 | .. | 12 42 | 2 20 | .. | 4 4 | 6 20 | .. | .. | 9 50 | 2 5 | 12 41 | 9 0 | 8 0 | 5 6 | 3 6 |
| 38 | Winchfield | 8 22 | 10 35 | .. | 12 17 | 2 35 | .. | 4 17 | 6 35 | .. | .. | 10 3 | 2 25 | 1 13 | 10 0 | 7 0 | 4 0 | .. |
| 46 | Basingstoke | 8 40 | 11 0 | .. | 12 33 | 3 0 | .. | 4 33 | 7 0 | .. | .. | 10 26 | 3 10 | 1 53 | 12 6 | 12 0 | 8 0 | 4 6 |
| 56 | Andover Road | 9 10 | 11 30 | .. | 1 13 | 30 | .. | 5 1 | 7 30 | .. | .. | 10 54 | 4 5 | 2 39 | 15 6 | 15 0 | 10 0 | 5 6 |
| 64 | Winchester | 9 28 | 11 50 | .. | 1 19 | 50 | .. | 5 19 | 7 50 | .. | .. | 11 11 | 4 40 | 3 14 | 16 6 | 16 0 | 12 0 | 6 6 |
| 72 | Bishopstoke | 9 44 | 11 12 | .. | 1 37 | 4 12 | .. | 5 37 | 8 12 | .. | .. | .. | 5 20 | 3 35 | 19 6 | 18 6 | 13 0 | 7 6 |
| 77 | SOUTHAMPTON | 10 5 | 12 30 | .. | 2 0 | 4 30 | .. | 6 0 | 8 30 | .. | .. | 11 40 | 6 10 | 4 0 | 21 0 | 20 0 | 14 0 | 8 6 |
| 77 | BISHOPSTOKE | 9 44 | 12 12 | .. | 1 37 | 4 12 | .. | 5 37 | 8 12 | .. | .. | .. | 5 37 | 3 35 | .. | .. | .. | .. |
| 77 | Botley | 9 58 | 12 24 | .. | .. | 4 24 | .. | .. | 8 24 | .. | .. | .. | .. | .. | 20 6 | 19 6 | 14 6 | 8 0 |
| 82 | Fareham | 10 10 | 12 38 | .. | 1 58 | 4 38 | .. | 5 58 | 8 38 | .. | .. | .. | .. | .. | 21 6 | 20 6 | 14 6 | 8 0 |
| 87 | GOSPORT | 13 30 | 1 0 | .. | 2 25 | 5 0 | .. | 6 25 | 9 0 | .. | .. | .. | 6 25 | 5 0 | 22 0 | 21 0 | 15 0 | 9 0 |

| Miles. | UP TRAINS. Depart from | 2 a.m. Mail | 7½ p.m. Mix | 6½ a.m. Mix | 8½ a.m. Mix | 10½ a.m. Fast | 1½ p.m. Mix | 12½ p.m. Fast | 2½ p.m. Fast | 5 p.m. Mix | 5½ p.m. Mix | 7½ p.m. Mix | 8½ a.m. goods | 7½ p.m. goods | Fares. | | | |
|--------|---------------------------|-------------------|-------------------|-------------------|-------------------|---------------------|-------------------|---------------------|--------------------|------------------|-------------------|-------------------|---------------------|---------------------|-----------------|------------------|------------------|-----------------|
| | GOSPORT | .. | .. | 6 30 | 8 30 | 10 30 | .. | 12 30 | 2 30 | .. | 5 30 | .. | 8 15 | 7 30 | Fast. 1 Cls. | Mixed. 1 Cls. | Mixed. 2 Cls. | goods 3 Cls. |
| 5 | Fareham | .. | .. | 6 42 | 8 42 | 10 42 | .. | 12 42 | 2 42 | .. | 5 42 | .. | .. | .. | .. | 1 6 | 1 0 | .. |
| 10 | Botley | .. | .. | 6 54 | 8 54 | .. | .. | 12 54 | .. | .. | 5 54 | .. | .. | .. | .. | 2 6 | 1 6 | .. |
| 15 | Bishopstoke | .. | .. | 7 11 | 9 11 | 11 11 | .. | 1 11 | 3 11 | .. | 6 11 | .. | 9 30 | 8 45 | 3 6 | 3 6 | 2 6 | 2 6 |
| | SOUTHAMPTON | 2 0 | .. | 7 0 | 9 0 | 11 0 | .. | 1 0 | 3 0 | .. | 6 0 | .. | 9 15 | 8 30 | .. | 4 6 | 3 0 | .. |
| | Bishopstoke | .. | .. | 7 11 | 9 11 | 11 11 | .. | 1 11 | 3 11 | .. | 6 11 | .. | 9 35 | 8 50 | .. | .. | .. | .. |
| 23 | Winchester | 2 33 | .. | 7 32 | 9 33 | 11 30 | .. | 1 33 | 3 30 | .. | 6 32 | .. | 10 5 | 9 22 | 6 0 | 5 6 | 4 0 | 2 6 |
| 31 | Andover road | 2 57 | .. | 7 59 | 9 57 | 11 50 | .. | 1 57 | 3 50 | .. | 6 54 | .. | 10 40 | 9 57 | 8 0 | 7 6 | 5 6 | 3 6 |
| 41 | Basingstoke | 3 17 | .. | 8 23 | 10 23 | 12 11 | .. | 2 23 | 4 11 | .. | 7 16 | .. | 11 27 | 10 43 | 10 6 | 10 0 | 7 0 | 4 6 |
| 49 | Winchfield | 3 35 | .. | 8 43 | 10 42 | 12 28 | .. | 2 42 | 4 28 | .. | 7 32 | .. | 11 56 | 11 14 | 12 6 | 12 0 | 8 6 | 5 0 |
| 56 | Farnborough | 3 52 | .. | 9 2 | 10 58 | 12 48 | .. | 2 58 | 4 42 | .. | 7 50 | .. | 12 28 | 11 34 | 14 0 | 13 6 | 9 6 | 6 0 |
| 64 | Woking | 4 10 | 7 45 | 9 25 | 11 22 | 1 0 | 1 15 | 3 22 | 5 0 | 5 15 | 8 10 | 7 15 | 1 12 | 12 10 | 16 6 | 16 0 | 11 6 | 6 6 |
| 69 | Weybridge | 4 24 | 7 57 | .. | .. | .. | 1 27 | .. | .. | 5 27 | 8 25 | 7 25 | .. | .. | .. | 17 6 | 12 6 | 7 0 |
| 71 | Walton | .. | 8 3 | .. | .. | .. | 1 33 | .. | .. | 5 33 | 8 31 | 7 31 | .. | .. | .. | 18 0 | 12 6 | 7 6 |
| 74 | Esher & Hamp. C. | .. | 8 10 | .. | .. | .. | 1 40 | .. | .. | 5 40 | 8 37 | 7 37 | .. | .. | .. | 18 6 | 13 0 | 8 0 |
| 77 | Kingston | 4 41 | 8 19 | 9 55 | 11 55 | .. | 1 49 | 3 55 | .. | 5 49 | 8 33 | 7 45 | 2 36 | 1 14 | .. | 19 0 | 13 6 | 8 6 |
| 81 | Wimbledon | .. | 8 35 | .. | .. | .. | 2 5 | .. | .. | 6 5 | 8 0 | .. | .. | .. | .. | 20 0 | 14 6 | 8 6 |
| 84 | Wandsworth | .. | 8 45 | .. | .. | .. | 2 15 | .. | .. | 6 15 | 8 6 | .. | .. | .. | .. | 21 0 | 15 0 | 9 0 |
| 87 | NINE ELMS, Ar. | 5 10 | 8 55 | 10 30 | 12 30 | 2 0 | 2 25 | 4 30 | 6 0 | 6 25 | 9 15 | 8 15 | 3 15 | 2 0 | 22 0 | 21 0 | 15 0 | 9 0 |

Sundays.—From Nine Elms to Woking, mixed, 9½ a.m., 2½ and 7½ p.m.; Nine Elms to Gosport, mixed, 10 a.m., and 5 p.m.; to Southampton, mail, 8½ p.m.—From Gosport to Nine Elms, mixed, 9½ a.m., and 4½ p.m.; from Southampton to Nine Elms, mail, 2 a.m.; from Woking to Nine Elms, mixed, 9½ a.m., 6½ and 8½ p.m.

The First Class trains convey First Class Passengers only, excepting that accommodation is afforded for a limited number of Servants in Livery.

The Mixed trains will stop at Kingston only, between Nine Elms and Woking, unless by Signal for passengers going to the West of Woking Common. Passengers by Mixed trains riding in their own Carriages, will be charged Second Class fare only. The Short Trains stop at all the stations.

Horse Boxes and Carriage Trucks are kept at the principal Stations on the line; but in order to prevent dis- appointment a Day's Notice should be given

88

On Sundays, Trains start from the Minories Station instead of Fenchurch-street, and cease running from 10 30 till 1, being the hours of church service.

FARES: First class, closed carriages, 9d.; Second class, open do, without seats, 6d. Omnibuses to Woolwich every train, and conveyances to and from the West End, at the London terminus.

On Sundays—London to Spelbrook, at 9½ a.m., 3½, & 6½ p.m.; Spelbrook to London, at 11 a.m., 11, & 6¼ p.m.

LONDON AND BRIGHTON.

9

FROM LONDON,

| | | | | | |
|-----------|----|----|----|----|----|
| Morning | .. | .. | .. | 9 | 0 |
| " | .. | .. | .. | 10 | 45 |
| Afternoon | .. | .. | .. | 1 | 45 |
| " | .. | .. | .. | 3 | 45 |

FROM BRIGHTON,

| | | | | | |
|-----------|----|----|----|----|----|
| Morning | .. | .. | .. | 8 | 0 |
| " | .. | .. | .. | 10 | 45 |
| Afternoon | .. | .. | .. | 1 | 45 |
| " | .. | .. | .. | 3 | 45 |

ON SUNDAYS.

FROM LONDON,

| | | | | | |
|-----------|----|----|----|---|----|
| Morning | .. | .. | .. | 9 | 0 |
| Afternoon | .. | .. | .. | 3 | 45 |

FROM BRIGHTON,

| | | | | | |
|-----------|----|----|----|----|----|
| Morning | .. | .. | .. | 10 | 45 |
| Afternoon | .. | .. | .. | 3 | 45 |

FARES.—From London to Brighton, first class, 14s. 6d.; second class, 9s. 6d.

Sheffield, Ashton-under-Lyne & Manchester.

| GODLEY TO MANCHESTER | | | | | | | | Sunday Trains. | | | | Fares. | | |
|----------------------|------|------|-------|------|------|------|------|----------------|------|------|------|----------|----------|----------|
| | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | a.m. | a.m. | p.m. | p.m. | 1 Class. | 2 Class. | 3 Class. |
| Godley | 8 0 | 9 17 | 11 17 | 1 17 | 3 17 | 5 17 | 7 17 | 8 0 | 9 0 | 5 45 | 6 45 | s. d. | s. d. | s. d. |
| Newton | 8 5 | 9 22 | 11 22 | 1 22 | 3 22 | 5 22 | 7 22 | 8 6 | 9 6 | 5 51 | 6 51 | 0 2 | 0 1 | 0 1 |
| Dukinfield | 8 13 | 9 30 | 11 30 | 1 30 | 3 30 | 5 30 | 7 30 | 8 14 | 9 14 | 5 59 | 6 59 | 0 6 | 0 4 | 0 3 |
| Ashton | 8 19 | 9 36 | 11 36 | 1 36 | 3 36 | 5 36 | 7 36 | 8 19 | 9 19 | 6 4 | 7 4 | 0 8 | 0 5 | 0 4 |
| Fairfield | 8 26 | 9 43 | 11 43 | 1 43 | 3 43 | 5 43 | 7 43 | 8 26 | 9 26 | 6 11 | 7 11 | 1 0 | 0 2 | 0 6 |
| Manchester | | | | | | | | | | | | 1 6 | 1 2 | 0 0 |

| MANCHESTER TO GODLEY | | | | | | | | | | | | 1 Class. | | |
|----------------------|------|-------|-------|------|------|------|------|------|-------|------|------|----------|----------|----------|
| | a.m. | a.m. | noon | p.m. | p.m. | p.m. | p.m. | a.m. | a.m. | p.m. | p.m. | 1 Class. | 2 Class. | 3 Class. |
| Manchester | 8 45 | 10 0 | 12 0 | 2 0 | 4 0 | 6 0 | 8 0 | 9 0 | 10 0 | 6 50 | 7 50 | s. d. | s. d. | s. d. |
| Fairfield | 8 55 | 10 10 | 12 10 | 2 10 | 4 10 | 6 10 | 8 10 | 9 11 | 10 11 | 7 1 | 8 1 | 0 8 | 0 6 | 0 4 |
| Ashton | 9 2 | 10 17 | 12 17 | 2 17 | 4 17 | 6 17 | 8 17 | 9 18 | 10 18 | 7 8 | 8 8 | 1 0 | 0 9 | 0 6 |
| Dukinfield | 9 7 | 10 22 | 12 22 | 2 22 | 4 22 | 6 22 | 8 22 | 9 22 | 10 22 | 7 12 | 8 12 | 1 0 | 0 9 | 0 6 |
| Newton | 9 15 | 10 30 | 12 30 | 2 30 | 4 30 | 6 30 | 8 30 | 9 30 | 10 30 | 7 20 | 8 20 | 1 3 | 1 0 | 0 8 |
| Godley | | | | | | | | | | | | 1 6 | 1 2 | 0 10 |

N.B.—Each passenger allowed 60lbs. of Luggage, free of charge. The fares to the intermediate stations are charged in proportion to the distances from the starting points. Parcels may be booked at the above named stations at the following rates:—For parcels under 14lbs. 6d.; from 14lbs. to 28lbs. 9d. 28lbs. to 56lbs.; 1s.; 56lbs. to 112lbs. 1s. 6d. An additional penny on every 8lbs. Dogs with passengers, 3d.—The Booking Office is for the present at the temporary station of the Manchester and Birmingham Railway Company, in Travis-street.

| 10 Distance from Liverpool & Man- Miles | LIVERPOOL AND MANCHESTER TO BIRMINGHAM. STATIONS. | London Mail. 3½ a.m. | Mixed Class. 6 a.m. | Mail. 8½ a.m. | Mail. 10½ a.m. | Second Class. 4 p.m. | London Mail + 7 p.m. | FARES. | | | | | |
|--|--|-------------------------|------------------------|------------------|-------------------|-------------------------|-------------------------|----------------------------------|------------------|-----------------|-------|-----------|--------|
| | | H. M. | H. M. | H. M. | H. M. | H. M. | H. M. | Third Class. at 6 a. m. | Second Class. | First Class. | Mail. | Carriages | Horses |
| | MANCHESTER AND LIVERPOOL..... | 3 30 | 6 0 | 8 15 | 10 30 | 4 0 | 7 0 | | | | | | |
| 19½ | WARRINGTON..... | 4 17 | 6 55 | 9 2 | 11 20 | 4 55 | 7 47 | 2 6 | 3 6 | 4 0 | 5 0 | 16 | 12 |
| 22½ | MOORE..... | .. | .. | .. | .. | .. | .. | | 4 6 | 5 6 | | | |
| 25 | PRESTON BROOK.. | .. | .. | .. | .. | .. | .. | | 5 6 | 7 0 | | | |
| 29½ | ACTON..... | .. | .. | .. | .. | .. | .. | | 6 0 | 7 6 | 8 0 | 24 | 18 |
| 31½ | HARTFORD..... | 4 53 | 7 40 | 9 38 | 11 58 | 5 40 | 8 23 | 4 0 | 7 0 | 8 6 | | | |
| 36½ | WINSFORD..... | .. | .. | .. | .. | .. | .. | | 7 6 | 9 0 | | | |
| 38½ | MINSHULL VERNON | .. | .. | .. | .. | .. | .. | | 8 0 | 10 6 | 11 0 | 30 | 22 |
| 43½ | CREWE..... | 5 24 | 8 23 | 10 9 | 12 32 | 6 23 | 8 54 | 5 6 | 8 6 | 11 0 | | | |
| 46 | BASFORD..... | .. | .. | .. | .. | .. | .. | | 9 6 | 12 0 | | | |
| 51½ | MADELEY..... | .. | .. | .. | .. | .. | .. | | 10 0 | 13 0 | 14 0 | 6 | 27 |
| 54½ | WHITMORE..... | 6 5 | 9 5 | 10 50 | 1 15 | 7 5 | 9 35 | 7 0 | 11 6 | 15 0 | | | |
| 62½ | NORTON BRIDGE.. | .. | .. | .. | .. | .. | .. | | 12 6 | 16 0 | 17 6 | 41 | 33 |
| 68½ | STAFFORD..... | 6 37 | 9 45½ | 11 22½* | 1 47* | 7 45½ | 10 7 | 8 6 | 13 6 | 17 6 | | | |
| 73½ | PENKRIDGE..... | .. | .. | .. | .. | .. | .. | | 14 0 | 18 0 | | | |
| 76 | SPREAD EAGLE.. | .. | .. | .. | .. | .. | .. | | 14 6 | 18 6 | | | |
| 77½ | FOUR ASHES..... | .. | .. | .. | .. | .. | .. | | 15 6 | 19 6 | 21 6 | 53 | 38 |
| 83 | WOLVERHAMPTON.. | 7 18 | 10 36 | 12 3 | 2 32 | 8 36 | 10 48 | 10 0 | 16 0 | 20 0 | | | |
| 85½ | WILLENHALL..... | .. | .. | .. | .. | .. | .. | | 16 6 | 21 0 | 22 6 | | |
| 88 | WALSALL..... | .. | 10 59 | .. | 2 40 | 8 59 | 10 55 | | 17 0 | 21 6 | | | |
| 90½ | NEWTON ROAD.... | .. | .. | .. | .. | .. | .. | | 17 6 | 22 0 | | | |
| 94½ | PERRY BAR..... | .. | .. | .. | .. | .. | .. | | 18 0 | 23 0 | 25 0 | 60 | 40 |
| 97½ | BIRMINGHAM..... | 8 0 | 11 30 | 12 45 | 3 15 | 9 30 | 11 30 | 11 0 | 12 0 | 15 0 | | 48 | 31 |
| 64½ | CHESTER..... | .. | .. | .. | .. | .. | .. | | | | | | |

Sunday Trains.—Mixed throughout, calling at the first class stations, leave Liverpool and Manchester at 3 30, 8 15½, 10 3 and 7 Trains from Manchester at 6 and 8 15 a.m., and 4 p.m., stop to take up passengers at Newton Bridge, at which place they arrive in half an hour; and the 3 30, 6, and 10 30 a.m. and 4 and 7 p.m. trains stop to take up passengers at Parkside 25 minutes after the times mentioned for starting.—FARE, in third class open carriages at 6 a.m. 11s.

NOTICE.—Passengers should be at the 1st cl. sts. 5 minutes, and at the 2nd cl. stations 10 minutes, before the time specified

* Mixed between Birmingham, Wolverhampton and Stafford only. + Do not stop at Walsall. † Stop at all the Stations.

⚡ An extra mixed train leaves Warrington at 7½ a.m. for Newton Junction, in time for the trains which leave Liverpool at 7, and Manchester at 7½ a.m.

| Distances Miles | Birmingham to Liverpool and Manchester. | Fares. | | | | | | 3rd Class | 2nd Class | 1st Class | Mail | Car- riages | Horses. |
|--------------------|---|------------------------------|------------------------|----------------------|------------------------------|----------------------------|-------------------|--------------|--------------|--------------|-------|----------------|---------|
| | | London Mail 1 1/2 a.m. | 2nd class 6 a.m. †† | Mail 11 1/2 a.m.* | London Mail 2 1/4 p.m. | 2nd class 3 1/2 p.m. †† | Mail 5 p.m. †† | s. l. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Leave BIRMINGHAM | h. m. 1 45 | h. m. 6 0 | h. m. 11 30 | h. m. 2 45 | h. m. 3 30 | h. m. 5 0 | | | | | | |
| 3 1/4 | Perry Bar..... | .. | .. | .. | .. | .. | .. | | 1 0 | 1 6 | | | |
| 6 3/4 | Newton Road ... | .. | .. | .. | .. | .. | .. | | 1 6 | 2 0 | | | |
| 9 1/2 | WALSALL | 2 5 | 6 34 | 11 50 | .. | 4 4 | .. | | 1 6 | 2 0 | 3 0 | | |
| 12 | Willenhall | .. | .. | .. | .. | .. | .. | | 2 0 | 2 6 | | | |
| 14 1/2 | WOLVERHAMPTON .. | 2 14 | 6 51 | 12 5 | 3 14 | 4 21 | 5 29 | | 2 0 | 2 6 | 4 0 | 13 0 | 10 0 |
| 20 | Four Ashes | .. | .. | .. | .. | .. | .. | | 4 0 | 5 0 | | | |
| 21 1/2 | Spread Eagle | .. | .. | .. | .. | .. | .. | | 4 0 | 5 6 | | | |
| 24 | Penkridge | .. | .. | .. | .. | .. | .. | | 4 6 | 5 6 | | | |
| 29 1/4 | STAFFORD | 2 40 | 7 37 | 12 35 | 3 40 | 5 7 | 5 55 | | 4 6 | 5 6 | 7 6 | 22 0 | 16 0 |
| 35 | Norton Bridge | .. | .. | .. | .. | .. | .. | | 6 6 | 8 6 | | | |
| 43 1/4 | WHITMORE | 3 14 | 8 19 | 1 15 | 4 14 | 5 49 | 6 29 | 5 6 | 8 0 | 10 6 | 11 0 | 30 0 | 22 0 |
| 46 | Madeley | .. | .. | .. | .. | .. | .. | | 8 6 | 11 0 | | | |
| 51 1/2 | Basford | .. | .. | .. | .. | .. | .. | | 9 6 | 12 0 | | | |
| 54 | CREWE | 3 39 | 8 51 | 1 40 | 4 39 | 6 21 | 6 54 | 7 0 | 10 0 | 13 0 | 14 0 | 36 0 | 27 0 |
| 58 3/4 | Minshull Vernon .. | .. | .. | .. | .. | .. | .. | | 11 0 | 14 0 | | | |
| 61 1/4 | Winsford | .. | .. | .. | .. | .. | .. | | 11 6 | 14 6 | | | |
| 65 3/4 | HARTFORD | 4 8 | 9 27 | 2 10 | 5 8 | 6 57 | 7 23 | 8 0 | 12 6 | 15 6 | 17 0 | 43 0 | 32 |
| 68 1/4 | Acton | .. | .. | .. | .. | .. | .. | | 12 6 | 16 0 | | | |
| 72 1/2 | Preston Brook | .. | .. | .. | .. | .. | .. | | 13 6 | 17 0 | | | |
| 75 | Moore | .. | .. | .. | .. | .. | .. | | 14 0 | 18 0 | | | |
| 78 | WARRINGTON | 4 39 | 10 4 | 2 40 | 5 39 | 7 34 | 7 54 | 9 6 | 14 6 | 18 6 | 20 0 | 50 0 | 37 0 |
| 97 1/2 | L'POOL & MANCHESTER | 45 | 11 15 | 3 45 | 6 45 | 8 45 | 9 0 | 11 0 | 18 0 | 23 0 | 25 0 | 60 0 | 40 0 |
| | CHESTER | .. | .. | .. | .. | .. | .. | | 14 0 | 18 0 | | 48 0 | 35 0 |

Sunday Trains.—Mixed throughout, calling at the first class stations, leave Birmingham at 1 45, 7 30, 11 30,* and 2 45.

Gentlemen riding in their own carriages charged second class fares. Servants and grooms riding with the horses, 14s,

* Mixed between Birmingham, Wolverhampton, and Stafford, only. † Do not stop at Walsall. †† Stop at all the stations.

CHESTER AND CREWE.

From Chester, Mail 4 1/2 a.m. to meet 3 1/2 a.m. tr. fr. L'pool & Manchester
First cl. + 11 30 a.m. to meet 10 30 a.m. tr. fr. L'pool & Manchester
Mixed at 5 1/2 p.m. to meet 3 30 p.m. train from Birmingham, and
4 p.m. train from Liverpool and Manchester.

Mail 7 50 p.m. to meet 7 p.m. train from Liverpool and Manchester

† Will call at Tattenhall station to take up and set

From Crew, mail 4 15 on arrl. of 1 45 a.m. train from Birmingham
Mxd., 7 49 a.m. on arl. of 6 a.m. tra. fr. L'pool, Manchester & Birmingham
First class, 12 p.m. on arrival of 11 30 a.m. tr. from Birmingham.

Mail, 5 15 on arrival of 2 45 p.m. train from Birmingham.

FARES. Chester to Crew, 5s.—4s. Chester to Birmingham, 18s.—14s.
down Passengers.—Fares to Chester, 2s. and 1s. 6d.

| Mls. | UP TRAINS. | Derby to Birmingham and London. | | | | | Sundays. | | | DOWN TRNS. | London & Birmingham to Derby. | | | | | | Sundays. | | |
|------|------------------|---------------------------------|-------|------|-------|-------|----------|------|-------|------------------|-------------------------------|------|-------|------|-------|------|----------|------|------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | Departure from | a.m. | a.m. | p.m. | p.m. | p.m. | a.m. | p.m. | a.m. | Departure from | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | a.m. | a.m. | p.m. |
| | DERBY..... | 8 25 | 11 45 | 2 15 | 4 30 | 11 0 | 8 05 | 5 30 | 11 0 | LONDON..... | .. | .. | 6 08 | 8 24 | 11 02 | 2 0 | .. | .. | .. |
| 6½ | Willington..... | 8 37 | .. | 2 27 | 4 42 | .. | 8 12 | 5 42 | .. | BIRMINGHAM | 12 40 | 6 45 | 10 15 | 1 0 | 3 30 | 6 30 | 12 40 | 6 45 | 5 30 |
| 11 | BURTON..... | 8 49 | 12 5 | 2 38 | 4 52 | 11 25 | 8 23 | 5 53 | 11 25 | HAMPTON.... | 1 15 | 7 5 | 10 35 | 1 20 | 3 50 | 6 50 | 1 15 | 7 55 | 5 50 |
| 14½ | Barton & Walton | 9 0 | 12 23 | 2 56 | 5 2 | .. | 8 41 | 6 11 | .. | Coleshill..... | .. | .. | 10 45 | 1 30 | .. | 7 10 | .. | 7 20 | 6 5 |
| 17½ | Oakley & Alrewas | 9 8 | 12 30 | 3 2 | 5 12 | .. | 8 47 | 6 17 | .. | Kingsbury..... | .. | .. | 10 55 | .. | .. | 7 20 | .. | 7 30 | 6 15 |
| 24 | TAMWORTH.. | 9 20 | 12 48 | 3 20 | 5 27 | 11 55 | 9 56 | 6 35 | 11 55 | TAMWORTH.. | 1 45 | 7 40 | 11 10 | 1 58 | 4 25 | 7 35 | 1 45 | 7 45 | 6 30 |
| 29½ | Kingsbury..... | 9 35 | .. | 3 35 | 5 41 | .. | 9 20 | 6 50 | .. | Oakley & Alrewas | .. | 7 55 | .. | 2 13 | 4 40 | 7 45 | .. | 8 1 | 6 46 |
| 33½ | Coleshill..... | 9 47 | 1 13 | 3 46 | 5 53 | .. | 9 31 | 7 1 | .. | Barton & Walton | .. | 8 0 | .. | 2 20 | 4 50 | 7 55 | .. | 8 7 | 6 52 |
| 38½ | HAMPTON.... | 10 5 | 1 25 | 4 0 | 6 10 | 12 25 | 9 55 | 7 25 | 12 25 | BURTON..... | 2 58 | 10 | 11 45 | 2 33 | 5 0 | 8 10 | 2 5 | 8 21 | 7 6 |
| 47½ | BIRMINGHAM | 10 40 | 2 0 | 4 30 | 6 45 | 1 0 | 10 15 | 7 45 | 1 0 | Willington..... | .. | 8 23 | 11 55 | .. | 5 10 | 8 23 | .. | 8 33 | 7 18 |
| | LONDON..... | 3 15 | 6 30 | 9 15 | 11 15 | .. | .. | .. | .. | DERBY, Arr. at | 2 40 | 8 50 | 12 15 | 3 15 | 5 30 | 8 50 | 2 40 | 9 0 | 7 45 |

FARES.

| FROM BIRMINGHAM | | | | | | | | FROM DERBY | | | | | | | |
|-----------------|--------|--------|--------|----------------|--------|--------|--------|----------------|--------|--------|--------|----------------|--------|--------|--------|
| TO | 1 Cls. | 2 Cls. | 3 Cls. | TO | 1 Cls. | 2 Cls. | 3 Cls. | TO | 1 Cls. | 2 Cls. | 3 Cls. | TO | 1 Cls. | 2 Cls. | 3 Cls. |
| | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. | | s. d. | s. d. | s. d. |
| Hampton | 3 0 | 2 6 | 2 0 | Barton & Waltn | 6 0 | 4 6 | 3 6 | Willington.... | 1 6 | 1 0 | 0 9 | Kingsbury... | 7 0 | 5 0 | 4 0 |
| Coleshill..... | 3 0 | 2 6 | 2 0 | Burton | 7 0 | 5 0 | 4 0 | Burton | 3 0 | 2 0 | 1 6 | Coleshill..... | 7 0 | 5 0 | 4 0 |
| Kingsbury.... | 3 0 | 2 6 | 2 0 | Willington.... | 8 0 | 6 0 | 4 6 | Barton & Waltn | 4 0 | 3 0 | 2 0 | Hampton | 8 0 | 6 0 | 4 6 |
| Tamworth..... | 4 0 | 3 0 | 2 6 | Derby | 10 0 | 7 0 | 5 0 | Oakley, &c. .. | 4 6 | 3 6 | 2 6 | Birmingham.. | 10 0 | 7 0 | 5 0 |
| Oakley, &c. .. | 5 6 | 4 0 | 3 3 | | | | | Tamworth..... | 6 0 | 4 6 | 3 6 | | | | |

Between Birmingham and Derby.—Private Carriages, £1 4s. each; with two wheels (when two carriages are placed on one truck), 18s. each. One Horse, 18s.; every additional Horse, 13s. Dogs 2s. each; if under 20 miles, half-price. Carriages and Horses under 20 miles, half-price. Between 20 and 30 miles, two-thirds. Exceeding 30 miles, the whole fare. Passengers in or on Private Carriages, pay Second Class fares. Children under 10 years of age, half-price.

Between London and Derby.—First Class, £1 11s.; Second Class, £1 3s. Private Carriages, £4 5s. each. One Horse, £2 17s.; two Horses, £5.; three Horses, £6 15s. Dogs 6s. each.

The Up Trains Nos. 1, 3, 4, 6 and 7 are Mixed. Nos. 5 and 8 are First and Second Class and Mail Trains. No. 2, 1st and 2nd class. The Down Trains Nos. 1 and 7 are 1st and 2nd class & Mail. Nos. 3, 4 & 5 are 1st and 2nd Class only. Nos. 2, 6, 8, & 9 are Mixed.

No. 1 up train is in connexion with one from Nottingham at 7 30 a.m.; No. 2 up train with one from Leeds at 7 30 a.m.; No. 3 up train with one from Darlington at 6 15 a.m.; No. 4 with one at 9 15 a.m. and No. 5 with one at 3 30 p.m.

Passengers to Wakefield, Huddersfield, Halifax, and the neighbouring towns, will leave Birmingham by the 12 40, 6½, and 10½ a.m. and 1 p.m. down trs. The down train at 6½ arrives at Derby in time (except Sundays) for a Coach to Ashbourne, Leek & Macclesfield.

Horses, and private Carriages may be booked to or from Burton, Tamworth, and Hampton.

The 12 40 and 6 45 a.m. from Birmingham, and 6 a.m. from London, are continued through to Nottingham, Sheffield, Leeds, York, Hull, and Darlington; those at 8 & 8½ to Hull; that at 3½ p.m. from Birmingham, to Leeds; and that at 2 p.m. from London, to Derby.

Passengers by the trains leaving London at 8, 8½ and 11 a.m. and Derby at 2½ & 4½ p.m. must in each case be re-booked at Hampton.

A Coach leaves the George and Swan Hotels, Litchfield, every morning (except Sunday) at 8 o'clock, and arrives at the Tamworth station in time for the 1st train from Derby, which reaches Birmingham at 10 40 a.m. and London at 3 15 p.m., and this Coach returns to Lichfield, from the Tamworth Station, every day on the arrival of the trains leaving London at 8, and 8 45 a.m., and Birmingham at 1 p.m.

BIRMINGHAM AND GLOUCESTER.

| Miles. | DOWN TRAINS. | BIRMINGHAM TO GLOUCESTER. | | | | | | | Fares. | | | |
|--------|--------------------------|---------------------------|-------|-------|-------|------|-------|-------|--------|-------|-------|-------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | Goods | 1Cls. | 2Cls. | 3Cls. | |
| | Depart from BIRMINGHAM.. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | a.m. | p.m. | s. | d. | s. d. |
| 6 | Lifford, arrival at.. | 12 44 | 3 10 | 8 45 | 12 15 | 2 45 | 6 15 | 10 03 | 3 30 | 1 | 61 | 0 0 6 |
| 12 | Blackwell, do | .. | .. | 9 5 | .. | .. | 6 35 | 10 7 | 3 37 | 1 | 61 | 0 0 6 |
| 15 | Bromsgrove, do | 1 29 | 3 55 | 9 38 | 1 23 | 3 32 | 7 57 | 10 24 | 3 54 | 3 | 02 | 0 1 0 |
| 17 | Stoke Works, do .. | 1 43 | 4 9 | 9 56 | 1 18 | 3 45 | 7 26 | 11 37 | 5 5 | 03 | 62 | 0 1 6 |
| 20 | Droitwich, do | 2 1 | 4 27 | 10 14 | 1 35 | 4 2 | 7 44 | 12 35 | 3 36 | 6 | 04 | 0 2 6 |
| 26 | Spetchley, do | 2 31 | 4 57 | 10 44 | 2 54 | 32 | 8 14 | .. | .. | 6 | 04 | 0 2 6 |
| 30 | Wor'ster, by coach | .. | .. | 10 38 | 1 56 | 4 23 | 8 8 | 12 34 | 5 4 | 8 | 05 | 6 3 6 |
| 33 | Defford, arrival at | .. | .. | 10 45 | .. | .. | 8 15 | 12 45 | 5 15 | 9 | 06 | 0 3 6 |
| 34 | Eckington, do | .. | .. | 10 55 | .. | .. | 8 25 | 1 06 | 30 | 9 | 06 | 0 4 0 |
| 37 | Bredon do..... | 2 38 | 5 4 | 11 42 | 14 4 | 41 | 8 34 | 1 12 | 6 42 | 10 | 07 | 0 4 6 |
| 39 | Ashchurch, do | 2 53 | 5 19 | 11 19 | 2 29 | 4 56 | 8 49 | .. | .. | 10 | 07 | 0 4 0 |
| 41 | Tewksbury, branch | 2 56 | 5 22 | 11 26 | 2 36 | 5 3 | 8 56 | 1 45 | 7 15 | 11 | 08 | 0 5 0 |
| 46 | CHELTENHAM | 3 14 | 5 40 | 11 48 | 2 55 | 5 22 | 9 18 | 2 15 | 7 45 | 13 | 09 | 0 5 6 |
| 53 | GLOUCESTER.. | | | | | | | | | | | |
| | UP TRAINS. | GLOUCESTER TO BIRMINGHAM. | | | | | | | Fares. | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | Goods | 1Cls. | 2Cls. | 3Cls. | |
| | Depart from GLOUCESTER.. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | a.m. | p.m. | s. | d. | s. d. |
| 7 | Cheltenham, arrival | 8 15 | 11 45 | 2 30 | 5 07 | 15 | 9 06 | 9 30 | 3 0 | 1 | 61 | 0 0 8 |
| 16 | Ashchurch, do | 8 34 | 12 3 | 2 49 | 5 19 | 7 35 | 9 20 | 9 57 | 3 27 | 1 | 61 | 0 0 8 |
| 14 | Tewksbury, branch | 8 57 | 12 23 | 3 10 | 5 42 | 7 51 | 9 36 | 10 27 | 3 57 | 3 | 02 | 0 1 6 |
| 16 | Bredon, arrival at | 9 12 | 12 38 | 3 25 | 5 57 | 8 6 | 9 51 | .. | .. | 3 | 02 | 0 1 6 |
| 19 | Eckington, do | 9 6 | .. | .. | 5 51 | .. | .. | 10 42 | 4 12 | 4 | 03 | 0 1 6 |
| 20 | Defford, do | 9 15 | .. | 3 26 | 6 0 | .. | .. | 10 54 | 4 24 | 5 | 03 | 0 2 0 |
| 27 | Spetchley, do | 9 20 | 12 40 | 3 31 | 6 5 | .. | .. | 11 14 | 3 51 | 03 | 62 | 0 0 |
| 31 | Wor'ster, by coach | 9 43 | 1 23 | 5 53 | 6 28 | 8 31 | 10 16 | 11 34 | 5 4 | 7 | 04 | 6 3 0 |
| 33 | Droitwich, arrival | 10 13 | 1 32 | 4 23 | 6 58 | 9 1 | 10 46 | .. | .. | 7 | 05 | 0 3 6 |
| 36 | Stoke Works, do .. | 10 5 | 1 21 | 4 13 | 6 50 | 8 48 | 10 33 | 12 25 | 3 32 | 8 | 05 | 6 3 6 |
| 38 | Bromsgrove, do | 10 15 | .. | 4 28 | 7 0 | .. | .. | 12 16 | 5 46 | 9 | 06 | 0 3 6 |
| 41 | Blackwell, do | 10 25 | 1 36 | 4 33 | 7 10 | 9 4 | 10 49 | 12 33 | 6 3 | 9 | 06 | 6 4 0 |
| 47 | Lifford, do | 10 43 | .. | .. | 7 28 | .. | .. | 1 06 | 30 | 10 | 07 | 0 4 6 |
| 53 | BIRMINGHAM.. | 11 1 | .. | .. | 7 46 | .. | .. | 1 25 | 6 55 | 12 | 08 | 0 5 0 |
| | | 11 18 | 2 21 | 5 18 | 8 39 | 45 | 11 30 | 1 40 | 7 10 | 13 | 09 | 0 5 6 |

DOWN TRAINS

No. 1, Mail, in connex. with trains from the London and Birmingham at 7 $\frac{1}{2}$, 10 $\frac{1}{4}$ p.m.; G. Junction 9 $\frac{1}{2}$, 11 $\frac{1}{4}$ p.m.; Derby 6 $\frac{3}{4}$ p.m.; also York & Darlington.

No. 2, Mail, in connex. with trains from London and Birmingham at 1 $\frac{1}{2}$ a.m.; Derby 1 a.m.; also from York, Darlington, Hull and Selby.

No. 3, third class, in connex. with the Grand Junction Mail train arriving at 8 a.m.

No. 4, mixed, in connex. with trains from Derby and Nottingham 10 40 a.m.; London and Birmingham 11 $\frac{1}{2}$ a.m.; Grand Junction 11 $\frac{1}{2}$ a.m.

No. 5, mixed, in connex. with trains from the Grand Junction at 12 $\frac{1}{2}$ p.m.; London and Birmingham 1 $\frac{1}{2}$, 2 $\frac{1}{4}$ p.m.; Derby from Leeds 2 p.m.

No. 6, third class, in connex. with trains from Derby, Hull, York and Darlington. at 4 $\frac{1}{2}$ p.m.; Grand Junc. 3 $\frac{1}{2}$ p.m.; London & Birm. 3 $\frac{1}{2}$, 4 $\frac{1}{2}$ p.m.

The Goods' Trains, from Camp-hill, convey all classes of passengers.

UP TRAINS

No. 1, third class, arriving in Birmingham in time for trains by the Grand Junction 11 $\frac{1}{2}$ a.m.; London and Birm. 12 noon; Derby to Hull 1 p.m. By this tr. passengers can be booked to London.

No. 2, mixed, arrives in Birm. in time for trains by the Derby to Leeds 3 $\frac{1}{2}$ p.m.; Grand Junction 3 $\frac{1}{2}$, 5 p.m.; London and Birm. 4 p.m.

No. 3, mixed, arrives in Birm. in time for trs. by the Derby 6 $\frac{3}{4}$ p.m.; London & Birm. 6 p.m. By this train passengers can be booked through to London.

No. 4, third class, meets coaches at Worcester, from Endlaw, Cardiff, Newport, Ross, &c.

No. 5, Mail, arrives in Birm. in time for trains by the London & Birm. 12 p.m.; Derby 12 40 a.m.

No. 6, Mail, arrives in Birm. in time for the G. Junc. tr. at 1 $\frac{1}{2}$ p.m.; London & Birm. 12 p.m. By this train passengers can be booked through to London.

The Goods' Trains stop at Camp-hill.

ONLY THE MAIL TRAINS RUN ON SUNDAYS.

By Nos. 4 & 5 Down trs. passengers can go from London to Worcester, Cheltenham, or Glo'ster, 6 a.m. mix., & 9 $\frac{1}{2}$ a.m. mail. A Short Train, with 3rd class car. attached, leaves Cheltenham at 9 $\frac{1}{2}$ a.m. arriving in Glo'ster at 10 1 a.m.; and Glo'ster at 9 $\frac{1}{4}$ a.m. arriving in Cheltenham at 9 34 a.m.—There will be 1st and 2nd class car. with all the trains, but no third class car. except with the 8 $\frac{1}{2}$ a.m. and 6 $\frac{1}{4}$ p.m. Down; and the 8 $\frac{1}{2}$ a.m. and 5 p.m. Up trains. Conveyances between Spetchley & Wor'ster are provided by the Company, the charge for which is included in the railway fare.

LIVERPOOL AND MANCHESTER.

14

Liverpool to Manchester

| First class. | Second class. |
|----------------------------|--|
| *3 15 a.m. by Parkside.... | 7 0 Morning. |
| 8 45 Morning..... | 9 45 " |
| 11 0 "..... | 11 45 " |
| | 2 p.m. Mixed |
| | stopping only at Newton. |
| 2 0 Afternoon..... | 2 30 Afternoon |
| 4 45 "..... | 5 30 " |
| 7 15 Evening..... | 7 15 Mixed } |
| | stopping only at Newton and Parkside } |

Manchester to Liverpool,

| First Class. | Second Class. |
|--------------------------------------|--|
| 3 30 a.m. by G. J. train to Parkside | 7 30 Morning. |
| 9 0 Morning..... | 10 0 " |
| 11 15 "..... | 11 45 " |
| | 2 p.m. Mixed |
| | stopping only at Newton |
| 2 0 Afternoon..... | 2 45 Afternoon, |
| 5 0 "..... | 5 30 " |
| 7 15 Evening..... | 7 15 Mixed } |
| | stopping only at Newton and Parkside } |

* This train starts from Edge Hill station, by which no carriages or horses can be taken—
 § Except on Saturdays, when this train does not start till 3 o'clock.

SUNDAY TRAINS.

| First class. | Second class. | First class | Second class. |
|------------------------|--|---------------------------------------|--|
| *3 15 a.m. by Parkside | | 3 30 a.m. by G. J. train to Parkside. | |
| 8 0 Morning..... | 7 0 Morning. | 8 0 Morning..... | 7 0 Morning. |
| 4 45 Afternoon..... | 5 30 Afternoon. | 5 0 Afternoon..... | 5 30 Afternoon. |
| 7 15 Evening..... | 7 15 Mixed } | 7 15 Evening..... | 7 15 Mixed } |
| | stopping only at Newton and Parkside } | | stopping only at Newton and Parkside } |

FARES.—First class train, 4 inside, royal mail, 6s. 6d. Do. 6 inside, glass coach, 6s.—Second class train, glass coaches, 6s. Do. open carriages, 4s. 6d.—1 horse, 14s. 2 horses, 20s. 3 do. 24s. 4-wheel gentlemen's carriages 20s. each; 2 wheel do. 15s. each.

From Liverpool to Bolton

| | | | |
|---|-------------------|---------------------|--------------------|
| 8 45 Morning..... | First class train | 2 30 Afternoon..... | Second class train |
| 11 45 "..... | second do. | 5 30 "..... | do. do. |
| On Sundays—Second class train, 7 Morning; Do. 5 30 Afternoon. | | | |
| FARES—Inside, 5s. 6d.; Outside, 4s. | | | |

From Liverpool to St. Helens

| | | | |
|---|--------------------|---------------------|--------------------|
| 7 0 Morning..... | Second class train | 2 30 Afternoon..... | Second class train |
| 9 45 "..... | do. do. | 5 30 "..... | do. do. |
| 11 45 "..... | do. do. | | |
| On Sundays—Second class train, 7 Morning; Do. 5 30 Afternoon. | | | |
| FARES—Inside, 3s.; Outside, 2s. 6d. | | | |

From Manchester to Bolton

| | | | |
|---|-------------------|---------------------|--------------------|
| 9 0 Morning..... | First class train | 2 45 Afternoon..... | Second class train |
| 11 45 "..... | second do. | 5 30 "..... | do. do. |
| On Sundays—Second class train, 7 Morning; Do. 5 30 Afternoon. | | | |
| FARES—Inside, 2s. 6d.; Outside, 2s. | | | |

From Manchester to St Helens

| | | | |
|---|--------------------|---------------------|--------------------|
| 7 30 Morning..... | Second class train | 2 45 Afternoon..... | Second class train |
| 10 0 "..... | do. do. | 5 30 "..... | do. do. |
| 11 45 "..... | do. do. | | |
| On Sundays—Second class train, 7 Morning; Do. 5 30 Afternoon. | | | |
| FARES—Inside, 4s. Outside, 3s. | | | |

| Miles. | STATIONS | Leeds to Manchester. | | | | | | | | | Sundays. | | | | Fares, &c. | |
|--------|------------------|----------------------|------|-------|-------|-------|------|------|------|------|----------|-------|------|------|------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
| | Depart from | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | a.m. | a.m. | p.m. | p.m. | | |
| | LEEDS | 5 40 | .. | 7 40 | 9 0 | 10 16 | 1 20 | 3 45 | 6 0 | 7 15 | 8 0 | 10 16 | 6 0 | 7 15 | | |
| 9 | NORMANTON | 6 0 | .. | 8 0 | 9 20 | 10 41 | 1 50 | 4 10 | 6 20 | 7 40 | 8 26 | 10 41 | 6 26 | 7 40 | | |
| 13 | WAKEFIELD.. | 6 8 | .. | 8 16 | 9 40 | 10 56 | 2 6 | 4 20 | 6 32 | 7 55 | 8 44 | 10 56 | 6 44 | 7 55 | | |
| 17 | Horbury..... | .. | .. | 8 30 | .. | .. | 2 21 | .. | 6 44 | .. | 8 59 | .. | 6 59 | .. | | |
| 20 | Dewsbury | 6 25 | .. | 8 42 | 9 54 | 11 10 | 2 33 | 4 41 | 6 54 | 8 9 | 9 11 | 11 10 | 7 11 | 8 9 | | |
| 24 | COOPER Bdge. | 6 40 | .. | 8 56 | 10 3 | 11 19 | 2 48 | 4 50 | 7 6 | 8 18 | 9 26 | 11 19 | 7 26 | 8 18 | | |
| 26 | BRIGHOUSE: | 6 50 | 7 40 | 9 8 | 10 15 | 11 31 | 3 0 | 5 0 | 7 16 | 8 30 | 9 38 | 11 31 | 7 38 | 8 30 | | |
| 29 | ELLAND | 7 07 | 49 | 9 17 | 10 20 | .. | 3 10 | 5 10 | 7 24 | 8 35 | 9 47 | .. | 7 47 | .. | | |
| 32 | Sowerby Bridge | 7 97 | 59 | 9 27 | 10 28 | 11 46 | 3 21 | 5 20 | 7 32 | 8 45 | 9 57 | 11 46 | 7 57 | 8 45 | | |
| 34 | Luddenden Foot | .. | 8 6 | 9 34 | .. | .. | 3 30 | .. | 7 38 | .. | 10 4 | .. | 8 4 | .. | | |
| 37 | Hebden Bridge.. | 7 18 | 8 14 | 9 42 | .. | 12 1 | 3 40 | .. | 7 46 | 8 59 | 10 12 | 1 8 | 12 | .. | | |
| 40 | Eastwood | .. | 8 28 | 9 56 | .. | .. | 4 0 | .. | .. | .. | 10 26 | .. | 8 26 | .. | | |
| 41 | TODMORDEN | 7 38 | 8 34 | 10 2 | 10 58 | 12 16 | 4 9 | 5 50 | 8 2 | 9 15 | 10 32 | 12 16 | 8 32 | 9 15 | | |
| 47 | Littleborough .. | 7 54 | 8 50 | .. | .. | 12 30 | 4 20 | 6 4 | .. | 9 29 | 10 48 | 12 30 | 8 48 | 9 29 | | |
| 50 | ROCHDALE .. | 8 3 | 9 0 | 10 22 | 11 20 | 12 38 | 4 32 | 6 12 | 8 19 | 9 37 | 10 58 | 12 38 | 8 58 | 9 37 | | |
| 62 | Blue Pits | 8 10 | 9 8 | .. | .. | .. | 4 40 | .. | .. | .. | 11 6 | .. | 9 6 | .. | | |
| 55 | MILLS HILL.. | 8 18 | 9 17 | 10 35 | 11 32 | 12 50 | 4 48 | 6 24 | 8 33 | 9 49 | 11 16 | 12 50 | 9 16 | 9 49 | | |
| 60 | MANCHESTER | 8 30 | 9 30 | 10 50 | 11 45 | 1 15 | 0 6 | 35 | 8 45 | 10 0 | 11 30 | 1 19 | 30 | 10 0 | | |

Passengers may be booked through to London, *via* Hull, at all the Railway and Coach Offices, every day, except Wednesdays and Saturdays, by the train which leaves Manchester at 3 p.m., at the following fares, which include the omnibus or coach fare to the Company's station:—
2nd class carriage and best cabin, £1 2 6
3rd class carriage and best cabin, 0 18 6
3rd class carriage and fore cabin, 0 14 0
The 3rd and 7th trains, being 2nd class, are intended to serve passengers from 2nd class stations going south of Normanton; at which place they will be required to wait for the following train.
Waggon passengers may be booked from Manchester at 7 a.m. 1 10 and 6 45 p.m.; from Leeds to Manchester at 7 40 a.m. 1 20 and 6 p.m. and by all the Sunday trains.

There is an Extra Train from Rochdale to Manchester at 2 30 p.m.

Passengers proceeding South by the 11 30 a.m. Mail train on Sundays, will have to wait three hours at Normanton.

Passengers wishing to come from London by the 6 and 9½ a.m. and 9 p.m. trains, *via* Derby to Manchester, or to any station on the Manchester and Leeds Railway, must book for Derby.

Every train will have first and second class carriages, and some of them, for the convenience of the Working Classes, open Waggon, without seats, at fares proportionably low. Waggon passengers must be at the booking office ten minutes before the time of departure.

Parcels can be forwarded to all parts of the kingdom, from Market-street, corner of Brown-st, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; the Company's Office, Halifax; the Railway Office, Bradford; Swan Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from all the stations of the Manchester and Leeds Railway Company.

No. 1 meets Mail train from London, Birmingham, Gloucester, Derby, Chesterfield, and Sheffield; also for Liverpool, Bolton, Preston, and Lancaster. No. 3 meets trains for Liverpool, Bolton, and Lancaster.

No. 4 meets trains at Normanton from Sheffield, York, and Hull; also for Liverpool and Bolton.

No. 5 (Mail) meets trains at Normanton from York, Darlington and Hull; also for Liverpool, Bolton, Preston, and Lancaster.

No. 6 meets trains at Normanton from Nottingham, Birmingham, Leicester, Derby, Chesterfield, and Sheffield; also for Liverpool, Bolton, Preston, Hull, and York.

No. 7 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, and Darlington.

No. 8 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 9 (Mail) meets trs. at Normanton from Derby, Chesterfield, Sheffield, York, Selby, Darlington, and Hull.

No. 10 meets trains from York. No. 11 (Mail) meets trains at Normanton from Derby, Chesterfield, Sheffield, York, and Hull.

No. 12 meets trains at Normanton from London, Leicester, Derby, Chesterfield, and Sheffield.

No. 13 (Mail) meets trains at Normanton from Hull, York, Darlington, and Edinburgh.

| Miles. | STATIONS. | Manchester to Leeds. | | | | | | | | | | Sundays. | | | | Fares. | | | | | | | | | | | | | | | | | | | | |
|--------|----------------|----------------------|------|------|------|------|------|------|------|------|------|----------|------|------|----|--|---------|---------|----|----|----|----|----|----|----|----|----|---------|---------|---------|----|----|----|----|----|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | Passengers, &c. may be booked through, at the Manchester station, to the following places: | | | | | | | | | | | | | | | | | | | | |
| | Depart from | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | a.m. | a.m. | p.m. | p.m. | | 1 class. | 2 class | 3 class | | | | | | | | | | | | | | | | | | |
| | MANCHESTR | .. 7 | 0 | 9 | 15 | 10 | 30 | 11 | 30 | 1 | 10 | 3 | 0 | 4 | 45 | 6 | 45 | 10 | 0 | 8 | 0 | 11 | 30 | 6 | 30 | 10 | 0 | £ s. d. | £ s. d. | £ s. d. | | | | | | |
| 6 | MILLS HILL | .. 7 | 20 | 9 | 41 | 10 | 50 | 11 | 50 | 1 | 36 | 3 | 26 | 5 | 7 | 11 | 10 | 20 | 8 | 26 | 11 | 50 | 6 | 56 | 10 | 20 | 2 | 16 | 0 | 1 | | | | | | |
| 9 | Blue Pits | .. 7 | 30 | 9 | 53 | .. | .. | .. | 1 | 48 | 3 | 38 | 5 | 15 | 7 | 23 | .. | .. | 8 | 38 | .. | 7 | 8 | .. | .. | .. | .. | 2 | 18 | 2 | 1 | | | | | |
| 11 | ROCHDALE | .. 7 | 37 | 10 | 3 | 11 | 4 | 12 | 4 | 1 | 58 | 3 | 48 | 5 | 22 | 3 | 10 | 34 | 8 | 48 | 12 | 4 | 7 | 18 | 10 | 34 | 1 | 5 | 0 | 18 | 0 | 10 | 0 | | | |
| 14 | Littleborough | .. 7 | 45 | 10 | 11 | .. | .. | 12 | 10 | 2 | 6 | 3 | 56 | .. | 7 | 41 | 10 | 40 | 8 | 56 | 12 | 10 | 7 | 26 | 10 | 40 | 1 | 9 | 0 | 1 | 0 | 12 | 0 | | | |
| 20 | TODMORDN. | .. 8 | 0 | 10 | 27 | 11 | 24 | 12 | 24 | 2 | 22 | 4 | 12 | 5 | 42 | 7 | 58 | 10 | 54 | 9 | 13 | 12 | 24 | 7 | 43 | 10 | 54 | 1 | 2 | 0 | 16 | 0 | 9 | 0 | | |
| 21 | Eastwood | .. 8 | 4 | 10 | 31 | .. | .. | .. | 2 | 26 | 4 | 16 | .. | 8 | 2 | .. | .. | 9 | 17 | .. | 7 | 48 | .. | .. | .. | .. | .. | 0 | 16 | 0 | 12 | 0 | 8 | 0 | | |
| 24 | Hebden Bridge | .. 8 | 16 | 10 | 43 | .. | .. | 12 | 37 | 2 | 38 | 4 | 28 | 5 | 55 | 8 | 18 | .. | 9 | 33 | .. | 8 | 3 | .. | .. | .. | .. | 0 | 12 | 6 | 0 | 8 | 0 | 6 | 0 | |
| 26 | Luddenden foot | .. 8 | 22 | 10 | 49 | .. | .. | .. | 2 | 44 | 4 | 34 | .. | 8 | 24 | .. | .. | 2 | 39 | .. | 8 | 9 | .. | .. | .. | .. | .. | 0 | 12 | 6 | 0 | 8 | 0 | 6 | 0 | |
| 28 | Sowerby Bridge | .. 8 | 30 | 10 | 57 | 11 | 50 | 12 | 50 | 2 | 52 | 4 | 42 | 6 | 8 | 32 | 11 | 20 | 9 | 47 | 12 | 50 | 8 | 17 | 11 | 20 | 0 | 12 | 6 | 0 | 8 | 0 | 6 | 0 | | |
| 31 | ELLAND | 6 | 20 | 8 | 39 | 11 | 6 | 11 | 58 | .. | 3 | 1 | 4 | 51 | 6 | 13 | 8 | 42 | .. | 9 | 57 | .. | 8 | 27 | .. | .. | .. | 0 | 12 | 6 | 0 | 8 | 0 | 6 | 0 | |
| 34 | BRIGHOUSE | 6 | 36 | 8 | 48 | 11 | 14 | 12 | 6 | 1 | 6 | 3 | 9 | 4 | 59 | 6 | 21 | 8 | 50 | 11 | 36 | 10 | 5 | 1 | 6 | 8 | 35 | 11 | 36 | 1 | 0 | 0 | 13 | 0 | 9 | 6 |
| 36 | COOPER Bdg. | 6 | 44 | 8 | 54 | 11 | 22 | 12 | 15 | 1 | 15 | 3 | 17 | 5 | 7 | 6 | 30 | 8 | 58 | 11 | 45 | 10 | 13 | 1 | 15 | 8 | 43 | 11 | 45 | 0 | 18 | 0 | 12 | 0 | 8 | 6 |
| 41 | Dewsbury | 7 | 09 | 9 | 11 | 32 | 12 | 25 | .. | 1 | 25 | 3 | 27 | 5 | 17 | 6 | 40 | 9 | 10 | .. | 10 | 25 | 1 | 25 | 8 | 55 | .. | 0 | 12 | 6 | 0 | 8 | 0 | 6 | 0 | |
| 44 | Horsby | 7 | 89 | 12 | 11 | 42 | .. | .. | .. | 3 | 37 | 5 | 27 | .. | 9 | 21 | .. | .. | 10 | 36 | .. | 9 | 6 | .. | .. | .. | .. | 0 | 9 | 6 | 0 | 7 | 6 | 0 | 4 | 6 |
| 48 | WAKEFIELD | 7 | 189 | 22 | 11 | 54 | 12 | 38 | 1 | 38 | 3 | 49 | 5 | 39 | 6 | 53 | 9 | 35 | 12 | 8 | 10 | 50 | 1 | 38 | 9 | 20 | 12 | 8 | 0 | 6 | 0 | 5 | 0 | 3 | 0 | |
| 51 | NORMANTN. | 7 | 309 | 39 | 12 | 9 | 12 | 55 | 1 | 55 | 4 | 5 | 54 | 7 | 10 | 9 | 53 | 12 | 25 | 11 | 8 | 1 | 55 | 9 | 38 | 12 | 25 | 0 | 9 | 6 | 0 | 5 | 0 | 3 | 0 | |
| 60 | LEEDS, arrival | 7 | 55 | 10 | 0 | 12 | 30 | 1 | 15 | 2 | 15 | 4 | 25 | 6 | 15 | 7 | 30 | 10 | 15 | 12 | 47 | 11 | 30 | 2 | 15 | 10 | 0 | 12 | 47 | 0 | 12 | 47 | 0 | 12 | 47 | |

Fares.—From Manchester to Leeds, first class, 3d. per mile; second class, 2d. Gentlemen's 4-wheeled carriages, 6d. per mile; Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children, waggon fare. A single horse, 2-wheeled carriage, or pony phaeton, 4d. per mile. Any larger number of Horses, if one property, 3d. per mile each.

The Manchester 7 a.m. is the only one by which passengers can go to London in waggons. Passengers for London, Leicester, Leeds, Nottingham, Derby, Chesterfield, Sheffield, Huddersfield, and Bradford, may be booked at the Company's office, Market-st. corner of Brown-street, and conveyed to the station, by omnibus, free of expense. Passengers may be booked through to Liverpool at any of the stations mentioned above.

Lockwood's coach meets the 7 a.m. train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 9s.—Horses are sent to London by the 7 a.m. train at considerably less than by any other route.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull & Darlington. No. 2 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 3 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, Newark, Worksop, Retford, and Gainsborough.

No. 4 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, Newark, Worksop, Retford, and Gainsborough.

No. 5 (Mail) meets trains at Normanton for York, Selby, Hull, Darlington, and Newcastle.

No. 6 meets trains at Normanton for Sheffield, Barnsley, Leicester, and Derby.—No. 7 meets trains at Normanton for York and Hull. No. 8 meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Leicester, and London.

No. 10, Mail.—No. 12 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, York, and Hull.—No. 14, Mail.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, York, Hull, Newcastle, &c. by the earliest trains. The 9th and 10th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

SUNDAYS.

| Mls. | DOWN TRAINS. | 1,2,3 Class | 1 & 2 Class | 1 & 2 Class | 1,2,3 Class | 1 & 2 Class | 1 & 2 Class | 1,2,3 Class | 1 & 2 Class | 1 & 2 Class | 1 & 2 Class |
|---------|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Depart from London.... | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |
| | Birmingham | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 | .. 8 30 |
| | Coventry .. | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 | .. 9 12 |
| 7 1/2 | Rugby | 6 45 | 9 45 | 12 50 | 2 55 | 8 45 | 12 20 | 7 30 | 12 15 | 12 20 | 12 20 |
| 11 | Ullesthorpe | 7 5 10 | 0 1 | 1 10 | 3 15 | 9 10 | 12 40 | 7 50 | 12 35 | 12 40 | 12 40 |
| 16 1/2 | Broughton.. | 7 15 10 | 8 .. | .. | 3 23 | .. | .. | 8 0 .. | .. | .. | .. |
| 20 | Wigston .. | 7 25 10 | 20 .. | .. | 3 35 | .. | .. | 8 12 .. | .. | .. | .. |
| 24 1/2 | Leicester .. | 7 45 10 | 40 .. | 1 45 | 3 52 | 9 40 | 1 10 | 8 30 | 1 10 | 1 10 | 1 10 |
| 27 1/2 | Syston | 7 50 10 | 55 2 | 0 4 | 5 9 | 50 | 1 25 | 8 45 | 1 25 | 1 25 | 1 25 |
| 30 | Sileby | 8 6 11 | 4 .. | .. | 4 15 | .. | .. | 8 54 .. | .. | .. | .. |
| 32 1/2 | Barrow | 8 13 11 | 12 .. | .. | 4 25 | .. | .. | 9 2 .. | .. | .. | .. |
| 37 1/2 | Loughboro' | 8 20 11 | 20 .. | 2 18 | 4 35 | 10 10 | 1 45 | 9 10 | 1 45 | 1 45 | 1 45 |
| 41 1/2 | Kegworth .. | 8 32 11 | 32 .. | 2 30 | 4 50 | 10 20 | .. | 9 22 2 | 0 .. | .. | .. |
| 44 1/2 | Long-Eaton | 8 58 11 | 55 .. | .. | 5 10 | .. | .. | 9 45 .. | .. | .. | .. |
| 44 1/2 | Beeston | 9 7 12 | 3 .. | .. | 5 20 | .. | .. | 9 53 .. | .. | .. | .. |
| | Arrive at | | | | | | | | | | |
| 47 1/2 | Nottingham | 9 15 12 | 10 | 3 15 | 5 30 | 10 50 | 4 10 | 10 0 | 2 30 | 4 10 | 4 10 |
| 42 1/2 | Sawley | .. 11 50 | .. | .. | 5 10 | .. | .. | 9 40 .. | .. | .. | .. |
| 45 1/2 | Borowash .. | .. 12 0 | .. | .. | 5 20 | .. | .. | 9 50 .. | .. | .. | .. |
| 49 1/2 | Derby | 9 0 12 | 10 | 3 15 | 5 30 | 10 50 | 2 49 | 10 0 | 2 30 | 2 49 | 2 49 |
| 94 1/2 | Sheffield .. | 11 45 | 2 45 | 5 20 | 8 15 | .. | 5 0 .. | .. | 5 15 | 5 0 | 5 0 |
| 122 | Leeds | 1 30 4 | 0 7 | 0 9 | 45 .. | .. | 6 19 .. | .. | 6 45 | 6 19 | 6 19 |
| 136 1/2 | York | 2 15 4 | 4 45 | 7 45 | .. | .. | 6 40 .. | .. | 7 30 | 6 40 | 6 40 |
| 181 1/2 | Darlington.. | 5 45 7 | 0 .. | .. | .. | .. | 9 25 .. | .. | 9 20 | .. | .. |
| 160 1/2 | Hull | 4 15 .. | .. | 9 0 .. | .. | .. | 8 36 .. | .. | 10 5 | 8 36 | 8 36 |
| 162 1/2 | Manchester | 5 0 6 | 20 | 8 45 | .. | .. | 8 40 .. | .. | 9 30 .. | .. | .. |

SUNDAYS.

| UP TRAINS. | 1,2,3 Class | 1 & 2 Class | 1,2,3 3Cls | 1,2,3 3Cls | 1,2,3 3Cls | 1 & 2 Class | 1,2,3 3Cls | 1 & 2 Class | 1 & 2 Class |
|---------------------------|----------------|----------------|---------------|---------------|---------------|----------------|---------------|----------------|----------------|
| Depart from Manchester | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |
| Hull | .. | .. | 6 15 | 10 40 | .. | 4 45 | .. | .. | 5 0 |
| Darlington | .. | .. | 6 15 | 9 15 | .. | 3 30 | .. | .. | 3 30 |
| York | .. | .. | 8 45 | 12 0 | .. | 6 19 | .. | 6 45 | 6 19 |
| Leeds | .. | 6 0 | 9 30 | 1 0 | .. | 7 9 | .. | 7 30 | 7 9 |
| Sheffield .. | .. | 7 30 | 10 40 | 1 50 | .. | 8 12 | .. | 8 45 | 8 12 |
| Derby | 8 15 | 10 45 | 1 15 | 4 40 | 7 30 | 10 40 | 6 45 | 12 15 | 10 40 |
| Borowash | 8 25 | .. | .. | .. | 7 40 | .. | 6 56 | .. | .. |
| Sawley | 8 35 | .. | .. | .. | 7 50 | .. | 7 5 | .. | .. |
| Nottingham | 8 15 | 10 40 | 1 15 | 4 40 | 7 30 | 9 0 | 6 45 | 12 15 | 9 0 |
| Beeston | 8 25 | .. | .. | .. | 7 40 | .. | 6 51 | .. | .. |
| Long Eaton | 8 35 | .. | .. | .. | 7 50 | .. | 7 0 | .. | .. |
| Kegworth .. | 8 50 | 11 18 | 1 48 | 5 13 | 8 5 | .. | 7 25 | 12 45 | .. |
| Loughbro' | 9 2 | 11 30 | 2 0 | 5 25 | 8 17 | 11 20 | 7 39 | 1 0 | 11 20 |
| Barrow | 9 13 | .. | .. | .. | 8 28 | .. | 7 49 | .. | .. |
| Sileby | 9 20 | .. | .. | .. | 8 35 | .. | 7 55 | .. | .. |
| Syston | 9 30 | 11 50 | 2 20 | 5 45 | 8 45 | 11 45 | 8 5 | 1 20 | 11 45 |
| Leicester .. | 9 50 | 12 5 | 2 40 | 6 0 | 9 12 | 10 30 | 1 40 | 12 0 | .. |
| Wigston .. | 10 0 | .. | .. | .. | 9 10 | .. | 8 40 | .. | .. |
| Broughton | 10 15 | .. | .. | .. | 9 25 | .. | 8 58 | .. | .. |
| Ullesthorpe | 10 30 | 12 30 | 3 15 | 6 30 | 9 40 | 12 30 | 9 10 | 2 10 | 12 30 |
| Arrival at Rugby | 11 0 | 12 50 | 3 40 | 7 0 | 10 0 | 12 50 | 9 30 | 2 30 | 12 50 |
| Coventry .. | 12 35 | 1 34 | 6 26 | 9 12 | 2 27 | .. | .. | .. | .. |
| Birmingham | 1 45 | 2 30 | 7 45 | 10 15 | 1 30 | .. | .. | .. | .. |
| London | 3 15 | 6 0 | 7 45 | 11 15 | .. | 5 0 | 1 30 | 7 30 | 5 0 |

FARES. Nottingham to Leicester, 6s. 6d. and 4s. 6d.; Derby to Leicester, 7s. and 5s.; Nottingham to Loughborough, 4s. and 2s. 6d.

N.B. The Mail Trains and the 9 15 a.m. Down and 7 a.m. Up Trains call only at Tring, Wolverton, Blisworth and Weedon, between Rugby and London.

NOTTINGHAM TO DERBY.

SUNDAYS.

| Mls. | STATIONS. | 1,2,3 class | 1 & 2 class | 1,2,3 class | 1 & 2 class | 1,2,3 class | 1 & 2 class | 1,2,3 class | 1 & 2 class |
|--------|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Depart from Nottingham | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |
| 3 | Beeston .. | 7 39 | 10 40 | 2 54 | 6 0 | 9 9 | 9 9 | 9 9 | 9 9 |
| 6 | Long-Eaton | 7 48 | 10 58 | 3 3 | 6 18 | .. | 9 18 | 7 18 | .. |
| 9 1/2 | Borowash .. | 7 56 | 11 5 | 3 11 | 6 26 | 9 23 | 9 26 | 7 26 | 9 23 |
| 13 1/2 | Spondon .. | 8 5 11 | 15 | 3 20 | 6 35 | .. | 9 35 | 7 35 | .. |
| 15 1/2 | Derby, Arr. | 8 15 | 11 25 | 3 30 | 6 45 | 9 40 | 9 45 | 7 45 | 9 40 |

DERBY TO NOTTINGHAM.

SUNDAYS.

| Mls. | STATIONS. | 1 & 2 class | 1,2,3 class | 1 & 2 class | 1,2,3 class | 1 & 2 class | 1,2,3 class | 1 & 2 class | 1,2,3 class |
|--------|---------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Depart from Derby | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |
| 2 1/2 | Spondon .. | 9 5 | 1 35 | 4 55 | .. | 9 20 | 8 5 | .. | .. |
| 4 | Borowash .. | .. | 9 11 | 1 41 | 5 3 | 7 43 | .. | 9 26 | 8 11 |
| 7 1/2 | Sawley | .. | 9 20 | 1 50 | 5 10 | 7 50 | .. | 9 35 | 8 20 |
| 9 1/2 | Long Eaton | .. | 9 28 | 1 58 | 5 20 | 8 0 | .. | 9 43 | 8 28 |
| 12 1/2 | Beeston | .. | 9 37 | 2 7 | 5 28 | 8 8 | .. | 9 52 | 8 37 |
| 15 1/2 | Nottingham | 4 10 | 9 45 | 2 15 | 5 35 | 8 15 | 4 10 | 10 0 | 8 45 |

Nos. 1 & 3 from Nottingham meet trains at Derby for Chesterfield, Sheffield, Barnsley, Wakefield, Leeds, York, Darlington and Manchester.

Nos. 1, 2, 3, and 5 from Nottingham, meet trains at Derby for Birmingham and the West of England.

No. 4 from Derby meet trains from Birmingham and the West of England

Nos. 3 and 4 from Derby meet trains from Darlington, York, Leeds, Barnsley, Sheffield, Manchester, &c. Nos. 1, 2 and 3 from Derby meet coaches at Nottingham for Newark and Lincoln; also No. 4 meets a coach to Lincoln. No. 2 from Derby meets a coach for Ollerton, Retford, Gainsbro' and Doncaster.

YORK AND NORTH MIDLAND. 19

| From York to Leeds | York to Selby and Hull | York to Normanton, London, Derby, &c. | York to Manchester Halifax, Wakefld.&c | Leeds to York Selby and Hull | York to Darlington, Stockton, Newcastle, &c. |
|--------------------|------------------------|---------------------------------------|--|-----------------------------------|--|
| 7 35 a.m. | 7 35 a.m. | 8 45 a.m. | 7 35 a.m. | 6 11 a.m. ml. } Selby & Hull } | 5 0 A.M.—Mondays only |
| 9 30 mail | 9 30 | 12 0 p.m. | 9 30 mail | 7 30 & 9 30 | 7 20 " (Edinbro' Mail.) |
| 1 0 p.m. | 1 45 p.m. | 3 0 p.m. } | 12 0 p.m. | 1 50 p.m. mail | 9 30 " |
| 3 0 | 6 30 | Der.&Not } | 3 0 | 3 0 | 11 30 " |
| 6 30 | .... | 6 19 (mail) | 6 19 | 6 20 | 3 30 P.M. |
| .... | .... | .... | .... | .... | 5 0 " |
| | | | | | |

On Sundays

| | | | | | |
|-----------|-----------|-------------|-----------|--|---------------------------|
| 9 30 mail | 6 10 a.m. | 6 45 a.m. | 6 45 a.m. | 6 11 a.m. ^{Mail Hull & Selby} | 7 20 a.m. (Edinbro' Mail) |
| 6 0 p.m. | 6 30 p.m. | 6 19 p.m. } | 9 30 } | 8 a.m. York | |
| .... | .... | mail } | mail } | 1 50 p.m. ml. | |
| .... | .... |  | 6 19 p.m. | 6 20 p.m. | |

| Fares | 1st class | 2d class | Fares | 1st class | 2d class |
|-----------------|-----------|----------|----------------|-----------|----------|
| From York | £ s. d. | £ s. d. | From York | £ s. d. | £ s. d. |
| To London | 2 16 0 | 1 18 0 | To Leeds | 0 6 0 | 0 4 5 |
| Birmingham .. | 1 12 0 | 1 2 0 | Manchester .. | 0 0 | 0 13 0 |
| Derby | 1 2 0 | 0 15 0 | Selby | 3 6 | 0 2 6 |
| Sheffield | 0 13 6 | 0 9 6 | Hull | 8 6 | 0 6 0 |

N.B.—The Leeds Trains stop at all the Road Stations ; but passengers are only Booked from York to the Castleford Station by the London Trains.

The Twelve o'clock Train is in connection with Coaches to Lincoln, Grantham, Stamford, Sleaford, Boston, Lynn, Norwich, &c., from the ECKINGTON Station, on the North Midland Line.

GLASGOW, PAISLEY AND GREENOCK.

From Glasgow.—At 9, and 11½ in the morning, 12½ noon, 3, 5½, and 7 in the afternoon.

From Greenock.—At 9½, & 10½, in the morning, 12½, 3½, 5½, & 8½, in the afternoon.

No trains on Sundays. The trains marked \$ stop at the Houston and Bishepton stations. All the trains stop at the Paisley and Port Glasgow stations.

| STATIONS. | Up Trains. | | | | | Sundays. | | STATIONS. | Down Trains. | | | | | Sundays. | |
|------------------|------------|--------|-------|------|--------|----------|--------|----------------|--------------|-------|-------|--------|-------|----------|-------|
| | a.m. | MI.a.m | a.m. | p.m. | MI.p.m | M.a.m | MI.p.m | | MI.p.m | a.m. | a.m | MI.a.m | a.m | M.p.m | M.p.m | a.m |
| Hull | 6 15 | 8 4 | 10 40 | 1 40 | 4 55 | 8 4 | 4 55 | London | 9 0 | .. | .. | .. | 9 15 | 9 0 | 8 0 |
| Hessle | 6 31 | 8 20 | 10 56 | 1 56 | 5 9 | 8 20 | 5 9 | Birmingham | 12 40 | .. | .. | 6 45 | 1 0 | 12 40 | .. |
| Ferriby | 6 39 | 8 28 | 11 4 | 2 4 | 5 16 | 8 28 | 5 16 | Derby | 3 19 | .. | .. | 9 15 | 3 49 | 3 19 | 7 0 |
| Brough | 6 47 | 8 36 | 11 12 | 2 12 | 5 23 | 8 36 | 5 23 | Sheffield .. | .. | .. | 7 35 | 10 45 | 4 50 | .. | 8 45 |
| Staddlethorp | 7 3 | 8 52 | 11 28 | 2 28 | 5 37 | 8 52 | 5 37 | Swinton .. | .. | .. | .. | 11 40 | 5 29 | .. | 9 25 |
| Eastrington | 7 11 | .. | .. | 2 36 | 5 44 | 9 1 | 5 44 | Oakenshaw | 5 35 | .. | 9 12 | 12 27 | .. | 5 35 | 10 12 |
| Howden | 7 20 | 9 10 | 11 45 | 2 45 | 5 55 | 9 10 | 5 55 | Liverpool .. | .. | .. | .. | 8 45 | 11 45 | .. | 8 0 |
| Cliff | 7 36 | .. | .. | 3 1 | 6 11 | 9 26 | 6 11 | Manchester .. | .. | .. | 7 0 | 11 30 | 3 0 | .. | 11 30 |
| Selby | 7 50 | 9 34 | 12 15 | 3 15 | 6 25 | 9 34 | 6 25 | Elland .. | .. | 6 20 | 8 39 | .. | 4 51 | .. | .. |
| Leeds (arrival) | 9 0 | 10 34 | 1 35 | 4 35 | 7 45 | 10 38 | 7 25 | Wakefield .. | .. | 7 18 | 9 22 | 1 38 | 5 30 | .. | 1 38 |
| York (ditto) | 9 0 | 10 34 | .. | 4 30 | 7 40 | 10 38 | 7 25 | Normanton | 5 44 | 7 30 | 9 39 | 1 55 | 5 54 | .. | 1 55 |
| Darlington .. | 11 45 | 1 45 | 5 45 | 7 0 | .. | .. | .. | Darlington | .. | .. | 6 15 | 9 15 | 3 30 | .. | 3 30 |
| Normanton | 9 20 | 10 41 | 1 25 | 4 20 | 7 29 | 10 41 | 7 29 | York | .. | 7 35 | 9 30 | 1 45 | 6 30 | 6 11 | .. |
| Wakefield .. | 9 40 | 10 56 | 2 6 | 4 30 | 7 55 | 10 56 | 7 55 | Leeds | 6 11 | 7 30 | 9 30 | 1 50 | 6 20 | 6 11 | 1 50 |
| Manchester .. | 11 45 | 1 1 | 5 0 | 6 45 | 10 0 | 1 | 10 0 | Selby | 7 11 | 8 45 | 10 50 | 2 50 | 7 30 | 7 11 | 2 50 |
| Liverpool .. | 1 30 | 3 15 | 7 15 | 9 0 | .. | 6 15 | .. | Cliff | .. | 8 53 | 10 58 | .. | 7 38 | 7 18 | 2 57 |
| Swinton | 10 46 | .. | .. | 5 33 | .. | .. | .. | Howden .. | 7 30 | 9 9 | 11 14 | 3 13 | 7 54 | 7 30 | 3 10 |
| Sheffield (arri) | 11 45 | .. | 2 45 | 6 16 | 8 45 | .. | 9 0 | Eastrington .. | .. | 9 17 | 11 22 | .. | 8 2 | 7 37 | 3 18 |
| Derby .. | 12 45 | .. | 4 15 | 8 15 | 10 9 | .. | 10 9 | Staddlethorp | 7 44 | 9 25 | 11 30 | 3 29 | 8 10 | 7 44 | 3 26 |
| Nottingham .. | 2 15 | .. | 5 30 | .. | .. | .. | .. | Brough | 7 59 | 9 41 | 11 46 | 3 43 | 8 26 | 7 59 | 3 41 |
| Leicester (ar.) | .. | .. | 6 0 | .. | 12 0 | .. | 12 0 | Ferriby | 8 7 | 9 49 | 11 54 | 3 51 | 8 34 | 8 7 | 3 48 |
| Birmingham | 4 30 | .. | 6 45 | .. | 1 0 | .. | 1 0 | Hessle | 8 16 | 9 58 | 12 3 | 4 0 | 8 43 | 8 16 | 3 55 |
| London | 7 45 | .. | 11 15 | .. | 5 0 | .. | 5 0 | Hull | 8 36 | 10 15 | 12 20 | 4 15 | 9 0 | 8 36 | 4 15 |

| | Fares | 1st class | 2d cls. | 3d cls |
|---------------------|-------|-----------|---------|--------|
| Hull to Selby | 5s | 0d | 3s 6d | 2s 6d |
| " York | 8 | 6 | 0 | 4 6 |
| " Darlington | 20 | 6 | 14 | 0 9 6 |
| " Leeds .. | 10 | 0 | 7 6 | 5 6 |

| | Fares. | 1st class | 2d cls. | 3d cls |
|-------------------------|--------|-----------|---------|--------|
| Hull to Sheffield | 16s | 6d | 11s 6d | — |
| " Normanton .. | 9 | 6 | 7 0 | 5 0 |
| " Derby .. | 1 | 5 | 0 17 6 | — |
| " Manchester .. | 1 | 3 | 0 15 6 | 11 0 |

| | Fares | 1st class | 2d class. |
|-----------------------|-------|-----------|-----------|
| Hull to Birmingham .. | £1 15 | 0 | £1 4 6 |
| London | 2 | 19 | 0 2 0 6 |
| " Do. night mail .. | 3 | 1 | 6 2 4 0 |
| " Liverpool .. | 1 | 9 | 6 1 0 6 |

STOCKTON AND HARTLEPOOL.

Stockton to Hartlepool.

| | |
|--------------------|-------------------|
| 1st Trip 7 30 a.m. | 4th Trip 3 0 p.m. |
| Second 9 15 " | Fifth ml. 4 45 " |
| Third 11 30 ml. " | |

Hartlepool to Stockton.

| | |
|--------------------|------------------|
| 1st Trip 8 15 a.m. | Fourth 3 45 p.m. |
| *Second 10 20 " | Fifth 5 45 ml. " |
| Third 1 0 p.m. ml. | |

HARTLEPOOL FOR SUNDERLAND.

S 45, 11 a.m. 1 15, 4 p.m.

SUNDERLAND FOR HARTLEPOOL.

S 30, 10 5, a.m. 1, 3 45 p.m.

Trains leave Newcastle and Shields for Sunderland, by the Brandling Junction railway, and return at 8, 9, and 10 a.m. 12 noon, 2, 4, 6 and 8 p.m. On Sundays, trains leave Stockton for Hartlepool at 8 a.m. & 12 1/2 p.m., & return 10 20 a.m. & 4 p.m.

* On the arrival of this train at Stockton a Coach leaves for Whitby and Scarbro'.

| Dis- tance. | STATIONS. | Derby to Leeds. | | | | | | | Sundays. | | | Fares. | | | |
|----------------|----------------------|-----------------|-------|-------|-------|------|------|------|---------------|-------|------|--|--------------|--------------|--------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | FROM DERBY TO | 1st Class | 2nd Class | 3rd Class |
| | | mail. p.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | mail. p.m. | a.m. | a.m. | | s. d. | s. d. | s. d. |
| Mis. | LONDON | 9 0 | .. | .. | 6 0 | 9 15 | .. | 11 0 | 9 0 | .. | 8 0 | Sheffield | 11 0 | 7 0 | 4 0 |
| | BIRMINGHAM .. | 12 40 | .. | 6 45 | 10 15 | 1 0 | .. | 3 30 | 12 40 | .. | .. | Leeds | 18 0 | 12 0 | 9 0 |
| | DERBY | 3 19 | .. | 9 15 | 12 45 | 3 45 | 4 0 | 6 0 | 3 19 | 7 0 | 3 0 | York | 22 0 | 15 0 | .. |
| 5 1/2 | Duffield, Arrival... | .. | .. | 9 29 | .. | .. | 4 14 | .. | .. | 7 14 | 3 14 | Hull | 25 0 | 17 0 | .. |
| 7 1/2 | Belper | .. | .. | 9 37 | 1 4 | .. | 4 22 | 6 19 | .. | 7 22 | 3 22 | Darlington | 34 0 | 22 6 | .. |
| 10 1/2 | Amber Gate | .. | .. | 9 47 | .. | .. | 4 32 | 6 29 | .. | 7 32 | 3 32 | Manchester | 22 0 | 16 0 | 9 0 |
| 14 | Wingfield | .. | .. | 2 58 | .. | .. | 4 43 | 6 40 | .. | 7 43 | 3 43 | Liverpool | 28 6 | 21 0 | .. |
| 17 1/2 | Stretton | .. | 10 9 | .. | .. | .. | 4 54 | .. | .. | 7 54 | 3 54 | Trains leave Derby for Manchester and Liver- pool, Dewsbury, Huddersfield, Halifax, Todmor- den, Rochdale, &c., &c. 3 19, & 9 1/4 a.m., 12 45, 3 45, and 4 p.m., to all the annexed stations. Passengers are booked from Derby. All the trains (excepting Nos. 1, 2, and 7) are in connection at Derby with trains from Notting- ham; and all (excepting Nos. 2 and 4) with Loughborough and Leicester. Trains leave Leeds for Manchester and Liver- pool, Dewsbury, Huddersfield, Halifax, Tod- morden, Rochdale, &c., at 5 40, 7 40, 9, 10 16 (mail) a.m., 1 20, 3 1/2, 6, and 7 15 (mail) p.m. For York, at 7 25, and 9 30 a.m., 1 50 (mail) & 6 20 p.m. For Hull, 6 11 (mail) 7 25 & 9 30 a.m. 1 50 (mail) & 6 20 p.m. Conveyances to and from Doncaster meet Nos. 3, 5, and 6 trains at the Swinton station. First and second class carriages are attached to all the trains, and third class carriages to all excepting the mail, 3 45 p.m. train. Parcels are conveyed by all the trains, and are received at 147, Briggate, Leeds, only, and all the principal coach-offices in the kingdom. Charge for Parcels under 14lbs. weight from London to Leeds, York and Hull, 2s. 6d. each, including delivery. N.B. Parties of three may have a <i>Coupe Car- riage</i> to any train at the same fare as in 1st cls. carriages, by applying the day previous. | | | |
| 20 | Clay Cross | .. | 10 16 | .. | .. | 5 1 | .. | .. | .. | 8 1 | 4 1 | | | | |
| 24 | CHESTERFIELD .. | 4 12 | .. | 10 26 | 1 40 | 4 37 | 5 11 | 7 3 | 4 12 | 8 11 | 4 11 | | | | |
| 27 1/2 | Staveley | .. | .. | 10 37 | .. | .. | 5 22 | .. | .. | 8 22 | 4 22 | | | | |
| 30 1/2 | Eckington | .. | .. | 10 44 | 1 55 | .. | 5 29 | 7 | .. | 8 29 | 4 29 | | | | |
| 32 1/2 | Killamarsh | .. | .. | 10 50 | .. | .. | 5 35 | .. | .. | 8 35 | 4 35 | | | | |
| 34 | Beighton | .. | .. | 10 56 | .. | .. | 5 41 | .. | .. | 8 41 | 4 41 | | | | |
| 35 1/2 | Woodhouse Mill .. | .. | .. | 11 2 | .. | .. | 5 47 | 7 33 | .. | 8 47 | 4 47 | | | | |
| 36 1/2 | Treeton | .. | .. | 11 8 | .. | .. | 5 53 | .. | .. | 8 53 | 4 53 | | | | |
| 40 | MASBRO' | 4 43 | 8 3 | 11 18 | 2 12 | 5 10 | 6 3 | 7 44 | 4 3 | 9 3 | 5 3 | | | | |
| 45 | SHEFFIELD | 5 0 | .. | 11 45 | 2 45 | 5 30 | 6 30 | 8 15 | 5 6 | 9 45 | 5 30 | | | | |
| | Departure | .. | 7 35 | 10 45 | 2 0 | 4 50 | 5 30 | 7 30 | .. | 3 45 | 4 45 | | | | |
| 43 1/2 | Kilnhurst | .. | 8 19 | 11 34 | .. | .. | 6 19 | .. | .. | 19 | 5 19 | | | | |
| 45 | Swinton | .. | 8 25 | 11 40 | .. | 5 29 | 6 25 | 8 3 | .. | 9 25 | 5 25 | | | | |
| 47 | Wath | .. | 8 32 | 11 47 | .. | .. | 6 32 | .. | .. | 9 32 | 5 32 | | | | |
| 49 1/2 | Darfield | .. | 8 40 | 11 55 | .. | .. | 6 40 | 8 15 | .. | 9 40 | 5 40 | | | | |
| 53 | BARNSELY | 5 16 | 8 51 | 11 66 | 2 48 | 5 48 | 6 51 | 8 26 | 5 16 | 9 51 | 5 51 | | | | |
| 56 1/2 | Royston and Nottm .. | .. | 9 2 | 12 17 | .. | .. | 7 2 | .. | .. | 10 2 | 6 2 | | | | |
| 60 | OAKENSHAW | 5 35 | 9 12 | 12 27 | .. | .. | 7 12 | 8 45 | 5 35 | 10 12 | 6 12 | | | | |
| 63 1/2 | *NORMANTON | 5 44 | 9 23 | 12 38 | 3 14 | 6 14 | 7 23 | 8 56 | 5 44 | 10 23 | 6 23 | | | | |
| 66 1/2 | Methley | .. | 9 42 | 12 57 | .. | .. | 7 42 | .. | .. | 10 42 | 6 42 | | | | |
| 68 | WOODLESFORD | .. | 9 48 | 1 3 | .. | .. | 7 48 | 9 18 | .. | 10 48 | 6 48 | | | | |
| 72 1/2 | LEEDS | 6 19 | 10 15 | 1 30 | 4 0 | 7 0 | 8 15 | 9 45 | 6 19 | 11 15 | 7 15 | | | | |
| 73 | MANCHESTER | 8 30 | 11 45 | 5 0 | 6 35 | 8 45 | 10 0 | .. | .. | 1 10 | 8 0 | | | | |
| 87 | YORK | 6 40 | 11 0 | 2 30 | 4 45 | 7 45 | .. | .. | 6 40 | 12 0 | 8 0 | | | | |
| 11 | HULL | 8 36 | 12 20 | 4 15 | .. | 9 0 | .. | .. | 8 36 | 4 15 | 8 50 | | | | |
| 32 | DARLINGTON | 9 20 | 1 45 | 5 45 | 7 0 | .. | .. | .. | 9 20 | .. | .. | | | | |

A coach from Lincoln, Newark, Ollerton, Worksop, &c., meets No. 4 train at the Eckington station; returning immediately. A coach from Gainsbro', Retford, &c., meets No. 3 train; and returns after the arrival of No. 6 train at the same place. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield. * Normanton Junction, where trains leave for Manchester, Hull, York, Darlington, &c.

| Dis- tance. | UP TRAINS. | | | | | | | Sundays. | | | Fares. | | | |
|----------------|---------------------|-------|-------|-------|-------|-------|-------|----------|------|-------|--------------|--------------|--------------|----|
| | STATIONS. | | | | | | | | | | LEEDS TO | | | |
| | | | | | | | | | | | 1st Class | 2nd Class | 3rd Class | |
| | Departure from | a.m. | a.m. | a.m. | a.m. | p.m. | mail. | a.m. | p.m. | mail. | S. | D. | S. | D. |
| | DARLINGTON .. | .. | .. | 6 15 | 9 15 | 12 15 | 3 30 | .. | .. | 3 30 | 15 | 0 | 10 | 0 |
| | HULL | .. | .. | 6 20 | 10 45 | 1 45 | 4 55 | .. | .. | 4 55 | 6 | 0 | 4 | 6 |
| | YORK | .. | .. | 8 45 | 12 0 | 3 0 | 6 19 | 6 45 | .. | 6 19 | 10 | 0 | 7 | 0 |
| | MANCHESTER .. | .. | .. | 7 0 | 10 30 | 1 10 | 4 45 | .. | .. | .. | 9 | 6 | 6 | 6 |
| Ms. | LEEDS | 6 0 | 7 30 | 9 30 | 1 0 | 4 0 | 7 9 | 7 30 | 5 0 | 7 9 | 18 | 0 | 12 | 0 |
| 43 | Woodlesford Arrival | 6 12 | 7 42 | .. | .. | 4 12 | .. | 7 42 | 5 12 | .. | 21 | 6 | 14 | 6 |
| 64 | Methley | 6 18 | .. | .. | .. | 4 18 | .. | 7 48 | 5 18 | .. | 24 | 0 | 17 | 0 |
| 91 | *NORMANTON .. | 6 31 | 7 58 | 9 55 | 1 25 | 4 31 | 7 29 | 8 1 | 5 31 | 7 29 | 30 | 0 | 20 | 0 |
| 123 | OAKENSHAW .. | 6 49 | 8 16 | 10 13 | .. | 4 49 | 7 36 | 8 19 | 5 49 | 7 36 | 28 | 0 | 19 | 0 |
| 164 | Royston and Notton | 7 1 | .. | .. | .. | 5 1 | .. | 8 31 | 6 1 | .. | 25 | 0 | 17 | 0 |
| 192 | BARNESLEY .. | 7 9 | 8 34 | 10 30 | 1 57 | 5 9 | 7 57 | 8 39 | 6 9 | 7 57 | 52 | 0 | 35 | 0 |
| 234 | Darfield | 7 19 | 8 44 | .. | .. | 5 19 | .. | 8 49 | 6 19 | .. | | | | |
| 253 | Wath | 7 26 | .. | .. | .. | 5 26 | .. | 8 56 | 6 26 | .. | | | | |
| 273 | Swinton | 7 33 | 8 55 | 10 46 | .. | 5 33 | .. | 9 3 | 6 33 | .. | | | | |
| 29 | Kilnhurst | 7 39 | .. | .. | .. | 5 39 | .. | 9 9 | 6 39 | .. | | | | |
| 323 | MASBRO' | 7 49 | 9 8 | 10 57 | 2 24 | 5 49 | 8 26 | 9 19 | 6 49 | 8 26 | | | | |
| 373 | SHEFFIELD | 8 15 | 9 30 | 11 45 | 2 45 | 6 30 | 8 45 | 9 45 | 7 15 | 9 | | | | |
| | Departure | 7 35 | 8 45 | 10 45 | 2 0 | 5 30 | 8 12 | 8 45 | 6 30 | 8 12 | | | | |
| 36 | Treeton | 8 4 | .. | .. | .. | 6 4 | .. | 9 34 | 7 4 | .. | | | | |
| 374 | Woodhouse Mill .. | 8 10 | 9 26 | .. | .. | 6 10 | .. | 9 40 | 7 10 | .. | | | | |
| 384 | Beighton | 8 16 | .. | .. | .. | 6 16 | .. | 9 46 | 7 16 | .. | | | | |
| 404 | Kilmarsh | 8 24 | .. | .. | .. | 6 24 | .. | 9 54 | 7 24 | .. | | | | |
| 424 | Eckington | 8 32 | 9 42 | 11 25 | 2 52 | 6 32 | .. | 10 2 | 7 32 | .. | | | | |
| 45 | Staveley | 8 41 | .. | .. | .. | 6 41 | .. | 10 11 | 7 41 | .. | | | | |
| 484 | CHESTERFIELD .. | 8 52 | 10 0 | 11 41 | 3 8 | 6 52 | 9 7 | 10 22 | 7 52 | 9 7 | | | | |
| 523 | Clay Cross | 9 5 | .. | .. | .. | 7 5 | .. | 10 35 | 8 5 | .. | | | | |
| 55 | Stretton | 9 14 | .. | .. | .. | 7 14 | .. | 10 44 | 8 14 | .. | | | | |
| 583 | Wingfield | 9 23 | 10 26 | .. | .. | 7 23 | .. | 10 53 | 8 23 | .. | | | | |
| 624 | Amber Gate | 9 32 | 10 35 | .. | .. | 7 32 | .. | 11 2 | 8 32 | .. | | | | |
| 654 | Belper | 9 41 | 10 44 | .. | 3 50 | 7 41 | .. | 11 11 | 8 41 | .. | | | | |
| 673 | Duffield | 9 48 | .. | .. | .. | 7 48 | .. | 11 18 | 8 48 | .. | | | | |
| 723 | DERBY | 10 15 | 11 15 | 12 45 | 4 15 | 8 15 | 10 9 | 11 45 | 9 15 | 10 9 | | | | |
| 120 | BIRMINGHAM .. | .. | 2 0 | 4 30 | 6 45 | .. | 1 0 | .. | .. | 1 0 | | | | |
| 204 | LONDON | 6 0 | 6 45 | 7 45 | 11 15 | .. | 5 0 | 7 30 | .. | 5 0 | | | | |

First and second class carriages are attached to all the trains, and third class carriages to all excepting the mail 9 30 a.m. train.

Trains Nos. 3 and 4, are in connexion at Derby with trains to Nottingham; and all (excepting Nos. 2 and 5) with Loughborough and Leicester.

Passengers from Leeds, by No. 2 train, in 3rd class carriages, will arrive in London the same evening; and from London by the 7 a.m. train will arrive in Leeds the same evening. Fare 24s.

All the trains (except Nos. 1 and 5) are in connexion with trains for Birmingham, to which place passengers can be booked through from York, Leeds, and Sheffield. The same trains are also in connexion with trains from Birmingham to Cheltenham, Gloucester, Bristol, and the West of England.

Conveyances to and from Doncaster meet Nos. 2, 3, and 5 trains at the Swinton station.

Omnibuses meet trains at the principal stations

Bed Carriages for Invalids may be procured on giving three days' notice.—N.B. Persons riding in or upon their own Carriages are charged Second Class Fare.

Time is allowed at Derby and Normanton for refreshment.

A Coach from Lincoln, Newark, Ollerton, Workson, &c. meets No. 4 train at the Eckington station; returning immediately. A coach from Gainsbro', Retford, &c. meets No. 3 train, and returns after the arrival of No. 5 train at the same place. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield. * Normanton Junction, where trains leave for Manchester, Hull, York, Darlington, &c.

MANCHESTER AND BIRMINGHAM.

23 From Manchester to Stockport

8 30, 9 30, 10 30, and 11 30, a.m.; 12 30, 1 30, —
3 30, 4 30, 5 30, 6 30, 7 30, — and 9, p.m.

From Stockport to Manchester

8, 9, 10, 11, 12, a.m.; 1, — 3, 4, 5, 6, 7, and 8½, p.m.

SUNDAY TRAINS

Manchester to Stockport.—8 30, 9 30, a.m.; 6, 7 30, 9 p.m.

Stockport to Manchester.—9, a.m.; 5 30, 7, and 8 30 p.m.

FARES.—Manchester to Stockport, 1s. 3d.—1s.—6d.

Manchester to Rushford, 8d.—6d.—4d. Stockport to Rushford
1s.—9d.—6d. Omnibus Fare 3d.

Omnibuses will leave the offices of Messrs. Bromley and
Newton, Market street, Manchester, and Warren-street
Stockport, for the respective stations, ten minutes before the
departure of each train. They will also await the arrival of
every train.

BOLTON AND LEIGH.

To Liverpool & Manchester—Mixed, 7¼, 11½ a.m., 2½, 5¼ p.m.
first class 8 35 a.m.

Sunday Trains—Mixed, 6¾ a.m., 5¼ p.m.

To Wigan & Preston, Mxd., (7¼ Wigan only); 8 35 a.m., 2½ p.m.

Sunday Train—6 45, a.m. mixed.

St. Helens by all the mixed trains.

From Liverpool, 8¾, a.m. 1st class.; 11¾ a.m., 2½, 5½, p.m. mixed.

Sunday Trains—7 a.m., and 5 30, p. m., mixed

From Manchester, 9, a.m. 1st cl.; 11¾, a.m., 2¾, 5½, p.m. mixed

Sunday Trains—7, a.m. and 5 30, p. m., mixed.

From Preston—8 20 a.m., 2 20, and 4 20 p.m., mixed.

Sunday Trains—6 45, a.m. and 4 20, p. m., mixed.

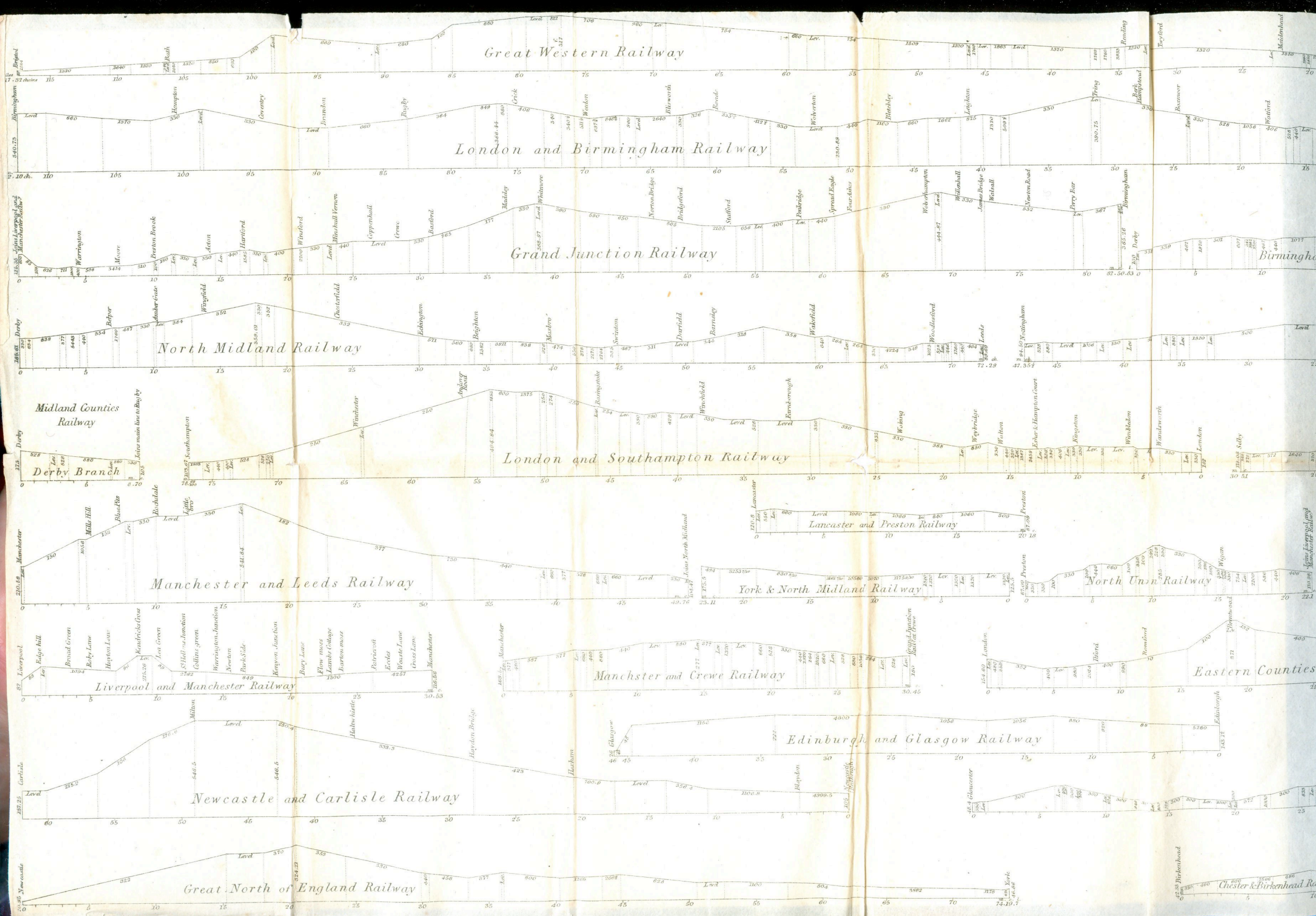
From Wigan, by all the Trains from Preston.

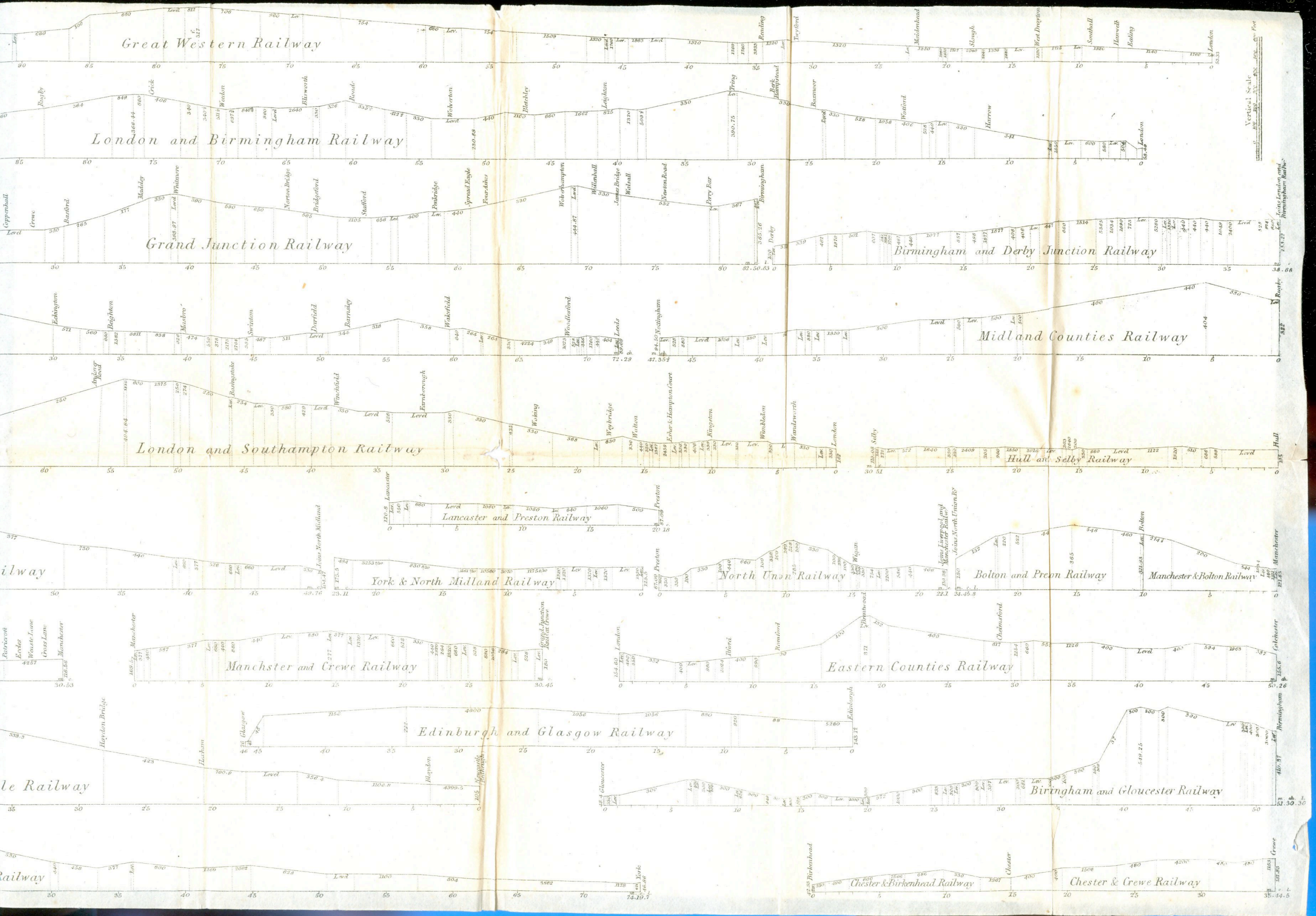
From St. Helens, 11¾ a.m., 2¾, and 5¾, p.m., mixed.

Sunday Trains—7 15 a.m., and 5 45 p.m., mixed.

Fares—To Liverpool 5s 6d & 4s; Manchester 2s 6d, 2s; Preston 6s,
4s; Wigan 3s, 2s 6d; St. Helens 4s 6d, 3s 6d.

Charge for the conveyance of 4 wheeled carriages 20s. ditto
2 wheeled do. 15s.—For 1 Horse 14s. 2 do. 20s. 3 do. 24s.





NORTH UNION.

24

Preston to Liverpool, Manchester, or Wigan

Mixed, 8 20; and first class, 9 45 a.m.; second class 2 20.
mixed, 4 20; and first class, 6 27 p.m.

Sunday Trains—mixed 6 $\frac{3}{4}$ a.m.; & 4 20 p.m.; 1st cl. 6 27 p.m.
Fares—from Preston to Liverpool or Manchester, 7s 6d & 5s

Liverpool to Wigan or Preston.

Mixed 8 $\frac{3}{4}$, first class 11 a.m.

second class 2 $\frac{1}{2}$, mixed 4 $\frac{3}{4}$, and first class 7 $\frac{1}{4}$, p.m.

Sunday Trains—2nd class 7 a.m., 4 45 p.m.; 1st class 7 $\frac{1}{4}$ p.m.

Manchester to Wigan or Preston.

Mixed 9, 1st class 11 $\frac{1}{2}$ a.m.; second class 2 $\frac{3}{4}$,[†] mixed 5,
and first class 7 $\frac{1}{4}$, p.m.

Sunday Trains—7 a.m.; second class 5, first class 7 $\frac{1}{4}$ p.m.

Fares—from Wigan to Liverpool or Manchester 5s. & 3s. 6d

Except on Saturdays, when this train does not start till 3 o'clock

Preston to Bolton.

8 20 and 9 45 a.m.; 2 20 and 4 20 p.m.

On Sundays—6 45[†] a.m., and 4 20 p.m.

[†] Parties going by this train, will meet the Grand Junction train
which leaves Manchester at 8 15 a.m. at Parkside, and arrive in
Birmingham in time for the 1 30 p.m. train to London.

Preston to Birmingham and London.

Changing carriages 2 57,[§] in the same carriage 9 $\frac{3}{4}$ s a.m.
and 6 27 p.m.

On Sundays the mails only will run, namely, at 2 57 a.m.
and 6 27 p.m.

London to Preston.

In the same carriage 9 $\frac{3}{4}$ a.m. and 8 $\frac{1}{2}$ p.m.

The 9 a.m. train conveys gentlemen's carriages, horses, and
persons riding in private carriages only.

§ These trains will take private carriages and horse boxes,
the others cannot do so.

Fares to London—Day train 55s. 6d. night train 58s.

Fare to Birmingham, 25s. 6d.

MAILS FROM PRESTON—Every morning at 2 57, and evening at
6 27. The return of the latter train from Parkside to Preston, will
probably be about 8 30, as it will take those passengers which
leave Liverpool and Manchester at 7 15. Passengers leaving
Preston at 6 27, and Wigan at 7, going to Liverpool and Manches-
ter, will be detained at Parkside nearly half an hour.

Manchester to Bolton.

First class, stopping at Stoneclough only, 8 15 and 11 a. m.; 2 15, 5, and 6 p. m.
 Second class, stopping at all the Stations, 7 15* and 10 a. m.; 12 45,* 4, and 7 30* p. m.
On Sundays—7 $\frac{3}{4}$ a.m. and 5 $\frac{3}{4}$ p.m. stopping at the stations.

Bolton to Manchester.

First class, stopping at Stoneclough only, 7 15, 9, and 10 a. m.; 12 45, 4, and 6 p. m.
 Second class, stopping at all the Stations, 8,* and 11 a. m.; 2 15,* 5, 7 45*
On Sundays—9 $\frac{1}{2}$ a.m. and 7 $\frac{1}{2}$ p.m. stopping at the stations.

FARES—First class Coaches, 2s. 6d.; Second class Coaches, 1s. 6d.
 Open Waggons, (which are only attached to the trains marked thus *) 1s. 0d.
On Sundays—First class, 2s. 6d.; Second class, 1s. 0d.

| FROM MANCHESTER STATION. | Distance in Miles. | Time of Arrival from time of starting | Fares | | | | | FROM BOLTON STATION | Distance in Miles. | Time of Arrival from time of starting | Fares | | | | |
|--------------------------------|--------------------------|---|-----------|-----------|-----------|----|----|---------------------------|--------------------------|---|-----------|-----------|-----------|----|----|
| | | | 1st class | 2nd class | 3rd class | | | | | | 1st class | 2nd class | 3rd class | | |
| | | min. | s. | d. | s. | d. | s. | d. | | min. | s. | d. | s. | d. | s. |
| Windsor Bridge. | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 3 | Moses-gate | 1 $\frac{3}{4}$ | 5 | 0 | 6 | 0 | 3 |
| Dixon Fold.... | 5 | 20 | 1 | 6 | 0 | 9 | 0 | 8 | Stone-clough... | 3 | 12 | 1 | 0 | 0 | 6 |
| Stone-clough .. | 7 | 28 | 1 | 9 | 1 | 0 | 0 | 10 | Dixon Fold ... | 5 | 20 | 1 | 6 | 0 | 9 |
| Moses Gate ... | 8 $\frac{1}{4}$ | 35 | 2 | 3 | 1 | 3 | 1 | 0 | Windsor Bridge | 8 $\frac{1}{4}$ | 35 | 2 | 6 | 1 | 6 |
| Bolton..... | 10 | 40 | 2 | 6 | 1 | 6 | 1 | 0 | Manchester .. | 10 | 40 | 2 | 6 | 1 | 6 |

Time between Manchester and Bolton of Trains not stopping, 30 minutes.

PRESTON AND WYRE.

Preston to Fleetwood, 8 25, 11 15, a.m., 5 30, and on Tuesdays at 7 $\frac{1}{2}$ p.m.

Fleetwood to Preston, at 8 10, a.m., 12 50, 4, p.m.

On Saturdays a train will leave Preston at 3 15 in the afternoon, stopping at Lea Road, Salwick Road, Weeton, & Ramper Road; as will also the 8 10 train from Fleetwood on the same morning.

On Sundays. Preston to Fleetwood 9 20 a.m. Fleetwood to Preston 4, p.m.

FARES. Preston to Fleetwood 4s.—3s.—2s. Preston to Poulton 3s.—2s 3d—1s 6d.

Preston to Kirkham 1s 9d—1s 3d—9d

The foregoing fares are to or from the Company's station at Mandland Bank, Preston; and 6d. more is charged to or from the North Union station.

From Fleetwood and Poulton to Bolton, mixed, 8 10 a.m, 12 50, & 4 p.m.

From Bolton to Fleetwood and Poulton, mixed, 8 45 a.m., 2 45 p.m.

FARES. Fleetwood to Bolton, 1st class 9s 6d, 2nd 6s 6d. Poulton to Bolton, 1st class, 8s 6d, 2nd class 5s 9d.

Fleetwood & Poulton to Liverpool & Manchester, 1st class 8 10 a.m., mixed 12 50 p.m., 1st 4 p.m.

Liverpool to Fleetwood and Poulton, mixed, 8 45 a.m, 2 30, p.m.; on Tuesdays at 4 45 p.m.

Manchester to Fleetwood and Poulton, mixed, 9 a.m, 2 45, p.m.; on Tuesdays at 5 p.m.

On Sundays, from Liverpool and Manchester, mixed, 7 a.m; from Fleetwood, mixed, 4 p.m.

FARES. Fleetwood to Manchester or Liverpool, 12s—8s 6d; From Poulton 11s—7s 9d;

Carriages, 4-wheels, £2, 2-wheels £1 10s; one horse £1 2s 6, two horses £1 19s, 3 horses £2 8s.

Fleetwood to London (by Birmingham), first class, 8 10 a.m, mail 4 p.m.

London to Fleetwood, first class, 8 30 p.m; on Tuesdays 8 45 and 9 45 a.m., 1st class.

FARES. Passengers to London £3 2s 6d.

| Distances. Miles | | NEWCASTLE TO CARLISLE. | | | | | | FARES. | | | | | | | | | | | | | | | | | | |
|---------------------|--|------------------------------|---|----|----|----|----|--------------------|---|------------------|----|-------------------|----|--------------------|----|--------|----|-------------------------------|---|-------------------------------|----|--------------------|---|-------------------|----|----|
| | | STATIONS. | | | | | | mail 5 30 a.m. | | 9 a.m. | | 11 30 a.m. | | Mail, 2 30 p.m. | | 5 p.m. | | Sunday Trs. mail 9 a.m. | | Sunday Trs. mail 5 p.m. | | Close carriages | | Open carriages | | |
| | | STATIONS. | | | | | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | | | |
| | | REDHEUGH | 5 | 30 | 9 | 0 | 12 | 15 | 2 | 30 | 5 | 0 | 9 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 0 | 6 |
| | | NEWCASTLE | 5 | 48 | 9 | 18 | 12 | 30 | 2 | 45 | 5 | 18 | 9 | 15 | 5 | 15 | 1 | 0 | 2 | 6 | 1 | 10 | 2 | 6 | 6 | 0 |
| | | Blaydon | 6 | 19 | 9 | 47 | 1 | 0 | 3 | 10 | 5 | 47 | 9 | 45 | 5 | 45 | 2 | 6 | 3 | 10 | 2 | 6 | 4 | 0 | 6 | 0 |
| 33 | | Hexham | 6 | 50 | 10 | 15 | 1 | 25 | 3 | 35 | 6 | 15 | 10 | 12 | 6 | 12 | 3 | 10 | 2 | 6 | 4 | 0 | 6 | 0 | 6 | 0 |
| 20½ | | Haydon Bridge | 7 | 20 | 10 | 45 | 1 | 45 | 4 | 0 | 6 | 45 | 10 | 35 | 6 | 35 | 5 | 3 | 4 | 0 | 5 | 4 | 6 | 0 | 6 | 0 |
| 28 | | Haltwhistle | 7 | 50 | 11 | 15 | .. | .. | 4 | 23 | 7 | 15 | 11 | 0 | 7 | 0 | 6 | 10 | 5 | 4 | 6 | 0 | 6 | 0 | 6 | 0 |
| 37 | | Rose Hill | 8 | 10 | 11 | 30 | .. | .. | 4 | 40 | 7 | 30 | 11 | 18 | 7 | 18 | 8 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 0 |
| 49 | | Milton | 8 | 38 | 11 | 55 | .. | .. | 5 | 0 | 7 | 55 | 11 | 45 | 7 | 45 | 9 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 |
| 60 | | CARLISLE | 9 | 15 | 12 | 30 | .. | .. | 5 | 30 | 8 | 30 | 12 | 15 | 8 | 15 | 11 | 0 | 8 | 6 | 11 | 0 | 8 | 6 | 11 | 0 |
| | | CARLISLE TO NEWCASTLE. | | | | | | mail, 5 30 a.m. | | Mail, 10 a.m. | | Short, 10 a.m. | | 2 30 p.m. | | 5 p.m. | | Sunday Trs. mail 9 a.m. | | Sunday Trs. mail 5 p.m. | | Close carriages | | Open carriages | | |
| | | STATIONS. | | | | | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | s. d. | | |
| | | CARLISLE | 5 | 30 | 10 | 0 | .. | .. | 2 | 30 | 5 | 0 | 9 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 1 | 6 |
| | | Milton | 6 | 10 | 10 | 35 | .. | .. | 3 | 15 | 5 | 35 | 9 | 35 | 5 | 35 | 2 | 0 | 3 | 6 | 2 | 6 | 3 | 6 | 2 | 6 |
| 11 | | Rose Hill | 6 | 38 | 10 | 52 | .. | .. | 3 | 44 | 5 | 52 | 9 | 57 | 5 | 57 | 3 | 6 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| | | Haltwhistle | 7 | 0 | 11 | 5 | .. | .. | 4 | 5 | 6 | 5 | 10 | 15 | 6 | 15 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| 23 | | Haydon Bridge | 7 | 25 | 11 | 30 | 10 | 0 | 4 | 30 | 6 | 30 | 10 | 40 | 6 | 40 | 5 | 10 | 4 | 6 | 5 | 10 | 4 | 6 | 5 | 10 |
| 32 | | Hexham | 7 | 50 | 11 | 55 | 10 | 25 | 5 | 5 | 6 | 55 | 11 | 5 | 7 | 5 | 7 | 3 | 5 | 8 | 7 | 3 | 5 | 8 | 7 | 3 |
| 39½ | | Stockfield | 8 | 20 | 12 | 15 | 10 | 50 | 5 | 34 | 7 | 15 | 11 | 30 | 7 | 30 | 8 | 9 | 6 | 9 | 8 | 9 | 6 | 9 | 8 | 9 |
| | | Blaydon | 9 | 0 | 12 | 45 | 11 | 20 | 6 | 15 | 7 | 45 | 12 | 0 | 8 | 0 | 10 | 6 | 8 | 0 | 10 | 6 | 8 | 0 | 10 | 6 |
| 56½ | | NEWCASTLE | 9 | 15 | 1 | 0 | 11 | 35 | 6 | 30 | 8 | 0 | 12 | 15 | 8 | 15 | 11 | 0 | 8 | 6 | 11 | 0 | 8 | 6 | 11 | 0 |
| 60 | | REDHEUGH | 9 | 15 | .. | .. | .. | .. | 6 | 30 | .. | .. | .. | .. | .. | .. | 11 | 0 | 8 | 6 | 11 | 0 | 8 | 6 | 11 | 0 |

Passengers must be at the stations five minutes before the times stated in this table, as the doors will then be closed; and horses, carriages, &c fifteen minutes before that period. Passengers are particularly requested to address their luggage in full, as the company cannot be accountable for it.

There is a Market train from Newcastle and Redheugh, on Saturdays, at 6 30 p.m.,

Passengers must be at the stations five minutes before the times stated in this table, as the doors will then be closed; and horses, carriages, &c. fifteen minutes before that period. Passengers are particularly requested to address their luggage in full, as the company cannot be accountable for it.

There is a Market train from Newcastle and Redheugh, on Saturdays, at 6 30 p.m.

PAISLEY AND RENFREW.

From Paisley to Renfrew every hour from 8¼ a.m. till 6¼ p.m.

From the Railway Wharf on the Clyde near Renfrew, every hour, from 8¼ a.m. till 6¼ p.m.

FARES.—First class, 6d. Second class, 4d.

Second class, going and returning on the same day, 6d.

SHEFFIELD AND ROTHERHAM.

From Sheffield—8½, 9½, 10½ & 11½ a.m., & 12½, 1½, 2½, 3½, 4½, 5½, 6½, & 7½ p.m.

Sunday Trains—9 & 10 a.m. 1½, 2½, 4½ 5½, 6½, & 7½ p.m.

From Rotherham—Every hour, from 9 a.m. to 8 p.m.

Sunday Trains—9½ a.m. 1, 2, 4, 5, 6, 7, & 8, p.m.

Fares—1st class, 1s.; 2nd class, 9d.; 3rd class, 6d.—Sheffield to Brightside, 1st class, 6d.; 2nd, 4d.; 3rd, 3d.

On Monday morning a train leaves Sheffield for Rotherham at 7 30 and returns at 8. The 3 p.m. train from Rotherham on Tuesdays and 4 p.m. train on Saturdays, and the last train from Sheffield on each of those days, stop at Grenesthorpe Bridge.

Cardiff to Merthyr, 8 a.m., and 1 & 4 p.m.—Merthyr to Cardiff, 8 35 a.m., and 1 35 & 4 20 p.m.—FARES—From Cardiff to Merthyr, 1st Class, 6s.—2nd class, 4s.—3rd class, 2s.—On *Sundays*, from Cardiff, 9 a.m., and 4 p.m., and from Merthyr, 9 20 a.m., and 4 20 p.m.

GLASGOW AND AYR.

Glasgow to Ayr, 7½, 10½, a.m., 1½, & 4½ p.m.
Ayr to Glasgow, 8 and 11 a.m., and 2, & 5 p.m.

Glasgow to Johnstone, 9½ a.m. and 6½ p.m.
Johnstone to Glasgow, 10½ a.m. and 7½ p.m.

Fares from Glasgow to Johnstone, 1s. 6d., 1s., and 6d., Lochwinnoch, 2s. 6d., 1s. 8d., and 1s. 2d.; Beith, 2s. 9d., 2s.; and 1s. 3d.; Kilbirnie, 8s., 2s. 2d., and 1s. 6d.; Dalry, 3s. 6d., 2s. 3d., and 1s. 8d.; Kilwinning, 4s., 2s. 6d., and 2s.; Irvine, 4s. 6d., 3s., and 2s. 2d.; Troon, 5s., 3s. 6d., and 2s. 6d.; Monkton and Prestwick, 5s. 6d., 3s. 9d., and 2s. 9d.; Ayr, 6s. 4s., and 3s.

ARBROATH AND FORFAR.

Forfar, 7, 10¼ a.m. and 1½ & 4¼ p.m. Arbroath, 8½ and 11¼ a.m. 3 and 5½ p.m.

FARES, 2s. 3d., 1s. 9. and 1s. 3d.

DUNDEE AND ARBROATH.

From Dundee 7¼, 10¼ & 11¼ mail, a.m., 1½, 4¼, (and 7¼ p.m. to Broughty Ferry only.)

From Arbroath 8½ and 11¼ a.m., 1 mail, 3½, 5½, (and 7¼ p.m. from Broughty Ferry)

Fares. Dundee to Arbroath, 2s. 6d. 2s. 1s. 6d. Mail 3s. 2s. 6d.

Passengers wishing to proceed, will find a coach waiting to convey them, free of charge, between the Arbroath station of the Forfar Railway and the Arbroath station of this Railway.

BOLTON AND PRESTON.

Manchester to Preston, 8¼ and 11 a.m., 2¼ and 6 p.m.
From Bolton at 8 45, and 11 30 a.m. 2 45, and 6 30 p.m.
From Preston, by coaches from the Bull Inn, 8 5, 10¾, 2 10, & 5¾
From Chorley to Preston by coaches, and by trains to Bolton, &c, at 9¼, 12, 3¼, & 7.

On *Sundays*—From Manchester 7 45 a.m. and 5 45 p.m.

From Bolton 8½ a.m. and 6½ p.m.

From Chorley to Bolton & Manchester, 9 a.m. 7 p.m.

On *Tuesdays* there is a train to Chorley from Manchester at 7¼, and from Bolton at 7¾, returning from Chorley at 8¼.

Third class passengers conveyed by all the trains between Bolton and Chorley.

FARES. From MANCHESTER.

From BOLTON.

| TO | 1s. cls. | | | 2d cls. 3d cls | | | 1scls. 2d cls. 3d cls | | | | |
|--------------------|----------|----|---|----------------|----|-----|-----------------------|----|----|----|----|
| | s. | d. | s | s. | d. | s d | s. | d. | s. | d. | s. |
| Horwich & Blackrod | 4 | 0 | 2 | 6 | 0 | 0 | 1 | 6 | 1 | 0 | 0 |
| Adlington | 4 | 9 | 2 | 10 | 0 | 0 | 2 | 3 | 1 | 4 | 1 |
| Chorley | 5 | 0 | 3 | 0 | 0 | 0 | 2 | 6 | 1 | 6 | 1 |
| Clayton Green | 6 | 6 | 4 | 0 | 0 | 0 | 4 | 0 | 2 | 6 | 0 |
| Bamber Bridge | 7 | 0 | 4 | 6 | 0 | 0 | 4 | 6 | 3 | 0 | 0 |
| Preston..... | 7 | 6 | 5 | 0 | 0 | 0 | 5 | 6 | 3 | 6 | 0 |
| Southport..... | 10 | 0 | 7 | 0 | 0 | 0 | 9 | 0 | 6 | 0 | 0 |

Southport.—A coach leaves Southport every morning (Sundays excepted) at 8½ arriving at Chorley in time for the train from thence to Bolton and Manchester at 12.

Fleetwood and Blackpool.—The Preston and Wyre railway trains leave Preston at 8 25, 11¼ a.m. 5½, 7½ p.m.; and those from Fleetwood at 8 10 a.m. 12 50, 3¾, & 4¾ p.m. FARES between Preston and Fleetwood, 4s., 3s., and 2s.

Lancaster.—Railway trains leave Preston at 6 25, 10¾, 12 40 a.m., 4 50, and 7 p.m.; and Lancaster at 7 10, and 8 45 a.m., 1 10 and 5 30 p.m. FARES, 5s., 3s., and 1s. 6d.

Lancaster and Kendal.—The Swift Packet Boats on the canal leave Preston at 11 a.m. 1½ and 5 p.m.; from Kendal at 6½ and 8½; from Lancaster (for Preston) at 6 9 50, & 11 50 FARES to Lancaster 1s. 6d., and 1s. To Kendal 4s. 6d. and 3s.

Lancaster to Preston, Liverpool, and Manchester.

| | | |
|-----------|-------|-------------|
| 2 0 a.m. | .. .. | mail train |
| 7 10 " | .. .. | mixed |
| 8 45 " | .. .. | first class |
| 1 10 p.m. | .. .. | mixed |
| 5 30 " | .. .. | mail |

Preston to Lancaster

| | | |
|------------|-------|-------------|
| 6 25 a.m. | .. .. | mail |
| 10 45 " | .. .. | mixed |
| 12 40 p.m. | .. .. | first class |
| 4 50 " | .. .. | mixed |
| 7 0 " | .. .. | mail |

Third Class Carriages are attached to all the Mixed Trains, and stop at all the Stations.
On Sundays.—From Lancaster, 2 mail and 8 a.m. mixed, and 5 30 mail. From Preston 6 25 a.m. mail 5 30 mixed, and 7 p.m. mail. A 3rd class carriage is attached to the 5 30 p.m. train from Lancaster.

Liverpool to Lancaster

| | | |
|--------------------|---------------------|-------------|
| 3 15 a.m. | (Edge Hill station) | mail train |
| 8 45 " | .. .. | mixed |
| 11 0 " | .. .. | first class |
| 2 30 and 4 45 p.m. | .. .. | mixed |

Manchester to Lancaster.

| | | |
|-----------|-------|-------------|
| 3 30 a.m. | .. .. | mail |
| 9 0 " | .. .. | mixed |
| 11 15 " | .. .. | first class |
| 2 45 p.m. | .. .. | mixed |
| 5 0 " | .. .. | mixed |

Lancaster to Birmingham and London.

In the same carriage at *8 45 a.m., and 5 30 p.m. mail; changing carriages, *2 a.m. mail.

London to Lancaster.

In the same carriage at 9 45 a.m. mail, and 8 30 p.m. mail; changing carriages, *9 a.m.

The trains marked * will take private carriages and Horses; the others cannot do so.

On Sundays, to and from Liverpool, Manchester, Birmingham, and London, the mail trains only will run

Fares.—To or from London, 5s. 6d. Night mail, 6s. To or from Birmingham, 9s. 6d.; to or from Liverpool or Manchester, first class 2s. 6d. second class, 8s. To or from Preston, first class 5s. second class 3s. and third class 1s. 6d.

CHESTER AND BIRKENHEAD.

BIRKENHEAD TO CHESTER—At 8 20, & 10 20 a.m., and 12 20, 2 20, 4, 6 20, & 7 p.m. mail, first class only, not stopping.

On Sundays—At 10 minutes before 10 a.m., 5 20, and 7 p.m. mail, first class, not stopping. A steam packet will leave George's Pier head, Liverpool, at 6½ by the Woodside Ferry, for the Mail train at 7 p.m.

CHESTER TO BIRKENHEAD—At 5, mail, not stopping, 8½, 10½, a.m., and 12½, 3½, 6 and 7½ p.m.

On Sundays—At 5, mail, first class, not stopping, and 9 a.m.; 6 30 p.m.

FARES—First class, 3s. 6d.; second class, 2s. 6d.; third class, 1s. 6d.; stand up, 1s. Twopence each will have to be paid by all the passengers for the steam boat to and from Liverpool, but Omnibuses will be provided as hitherto, free of charge, for 1st & 2nd class passengers.

The above trains are mixed, and will stop at Mollington, Sutton, Hooton and Bebington station.

The steam boat will depart from St. George's pierhead, Liverpool, to Monk's Ferry, with railway passengers, twenty minutes before the time appointed for trains to start from Grange lane; and from Monk's Ferry to Liverpool on the arrival of the trains from Chester.

LONDON AND CROYDON.

From Tooley-street, London—9 5, 10 5, & 12 5 a.m., from 2 20, 4 20, 5 20, 6 20 & 8 20 p.m.

From Croydon—8 5, 9 5, 10 5, 11 5, a.m., and 1 20, 3 20, 5 20, 7 20 & 9 20 p.m.

Stops at intermediate stations.

SUNDAY TRAINS, from Tooley-st. 8 5, & 10 5, a.m. and 2 20, 4 20, 6 20 & 8 20 p.m.

From Croydon—9 5, a.m. and 1 20, 3 20, 5 20, 7 20 & 9 20 p.m.

FARES—London to New Cross, 1s.—8d., Dartmouth Arms 1s 8d.—1s 2d, Sydenham 1s 8d.—1s 2d, Anerley 1s 9d.—1s 3d,

Jolly Sailor, near Beulah Spa, and that part of Norwood 1s 9d.—1s 3d, Croydon 2s.—1s 6d

Third Class Carriages convey passengers with the trains only from New Cross to Croydon and back, stopping at intermediate stations, at the above hours.

| Miles. | SOUTH TRAINS. | Newcastle to London. | | | | | Sunday | Miles. | NORTH TRAINS. | London to Newcastle. | | | | | | Sunday |
|--------|---------------------------------------|----------------------|-------|-------|------|------|--------|--------|-------------------------|----------------------|------|-------|-------|-------|-------|--------|
| | | 1 | 2 | 3 | 4 | 5 | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| | Depart from Newcastle by } Coach..... | a.m. | a.m. | a.m. | a.m. | p.m. | a.m. | | Depart from LONDON..... | a.m. | p.m. | a.m. | a.m. | a.m. | a.m. | p.m. |
| | DARLINGTON | 6 15 | 9 15 | 12 15 | 3 30 | 6 30 | 3 30 | | Birmingham..... | 12 40 | .. | .. | .. | 6 45 | 10 15 | 12 40 |
| 4 | Croft | .. | 9 21 | 12 21 | 3 40 | 6 36 | 3 40 | | Leicester | 1 10 | .. | .. | .. | 7 45 | .. | 1 10 |
| 8 | Cowton | 6 30 | 9 36 | 12 36 | 3 52 | 6 51 | 3 52 | | Nottingham | .. | .. | .. | .. | 7 30 | 10 40 | .. |
| 11 | Danby Wiske .. | .. | 9 45 | .. | .. | 7 0 | .. | | DERBY | 3 19 | .. | .. | .. | 9 0 | 12 45 | 3 19 |
| 15 | NORTHALLERTON | 6 48 | 9 56 | 12 56 | 4 10 | 7 11 | 4 10 | | Sheffield..... | .. | .. | .. | 7 45 | 10 45 | 2 0 | .. |
| 19 | OTTERINGTON | .. | 10 6 | .. | .. | 7 21 | .. | | Normanton | 5 44 | .. | .. | 9 11 | 12 26 | 3 14 | 5 44 |
| 23 | THIRSK | 7 8 | 10 18 | 1 18 | 4 30 | 7 33 | 4 30 | | Leeds | .. | 7 50 | 10 0 | 1 50 | 3 0 | .. | .. |
| 27 | Sessay | 7 20 | 10 30 | 1 30 | .. | 7 45 | .. | | Liverpool | .. | .. | .. | .. | 8 45 | .. | .. |
| 32 | Raskef | 7 32 | 10 42 | 1 42 | .. | 7 57 | .. | | Manchester | .. | .. | 7 0 | 11 30 | .. | .. | .. |
| 34 | ALNE | 7 36 | 10 48 | 1 48 | 4 58 | 8 3 | 4 58 | | Sowerby Bridge | .. | .. | 6 20 | .. | .. | .. | .. |
| 35 | Tollerton | 7 40 | 10 52 | .. | .. | 8 8 | .. | | Hull | .. | .. | 6 15 | 8 9 | 10 45 | 1 45 | .. |
| 39 | Shipton | 7 51 | 11 5 | 2 5 | .. | 8 20 | .. | 6 | Shipton | 5 0 | 7 20 | 9 30 | 11 30 | 3 30 | 5 0 | 7 20 |
| 45 | YORK, Arrival. | 8 15 | 11 30 | 2 30 | 5 37 | 8 45 | 5 37 | 10 | Tollerton | 5 17 | .. | 9 45 | 11 45 | 3 45 | 5 12 | .. |
| | Hull | 12 15 | 4 15 | .. | 9 10 | .. | 8 50 | 11 | ALNE | 5 31 | .. | 9 57 | 11 57 | 3 57 | 5 22 | .. |
| | Manchester | 1 0 | .. | 6 45 | 10 0 | .. | 10 0 | 13 | Raskef | 5 36 | 7 46 | 10 2 | 12 2 | 4 2 | 5 26 | 7 46 |
| | Liverpool | 3 15 | .. | 8 30 | .. | .. | .. | 18 | Sessay | 5 44 | .. | 10 7 | 12 7 | 4 7 | 5 30 | .. |
| | Leeds | 11 0 | 2 30 | 4 30 | 8 0 | .. | 7 30 | 22 | THIRSK | 5 57 | .. | 10 20 | 12 20 | 4 20 | 5 42 | .. |
| | Normanton | 9 55 | 1 10 | 4 10 | 7 29 | .. | 7 29 | 26 | OTTERINGTON | 6 10 | 8 14 | 10 33 | 12 33 | 4 33 | 5 54 | 8 14 |
| | Eckington..... | .. | 2 52 | .. | .. | .. | .. | 30 | NORTHALLERTON | 6 24 | .. | 10 45 | 12 45 | 4 45 | 6 5 | .. |
| | Sheffield..... | 11 45 | 2 45 | 6 15 | 8 45 | .. | 9 0 | 34 | Danby Wiske .. | 6 36 | 8 35 | 10 56 | 12 56 | 4 56 | 6 15 | 8 35 |
| | DERBY | 12 45 | 4 15 | 8 15 | 10 9 | .. | 10 9 | 37 | Cowton | 6 48 | .. | 11 7 | 1 7 | 5 7 | 6 25 | .. |
| | Nottingham | 2 15 | 5 15 | .. | .. | .. | .. | 41 | Croft | 7 0 | 8 54 | 11 17 | 1 17 | 5 17 | 6 34 | 8 54 |
| | Leicester | 2 40 | 6 0 | .. | 12 0 | .. | 12 0 | 45 | DARLINGTON, ar | 7 13 | .. | 11 29 | 1 29 | 5 29 | 6 45 | .. |
| | Birmingham .. | 4 30 | 6 45 | .. | 1 0 | .. | 1 0 | | Newcastle, ar- } | 7 30 | 9 20 | 11 45 | 1 45 | 5 45 | 7 0 | 9 20 |
| | LONDON..... | 7 45 | 11 15 | .. | 5 0 | .. | 5 0 | | rival by coach } | .. | 1 20 | 3 30 | 5 30 | 9 30 | 11 0 | 1 20 |

Fares from Darlington.

| To | 1 Class. | | | 2 Class. | | | 3 Class. | | |
|-----------------|----------|---------|---------|----------|---------|---------|----------|---------|---------|
| | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| York..... | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 | £0 17 0 |
| Sheffield..... | £1 5 6 | £0 17 0 | £0 17 0 | £1 5 6 | £0 17 0 | £0 17 0 | £1 5 6 | £0 17 0 | £0 17 0 |
| Leeds..... | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 | £0 18 0 |
| Manchester..... | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 | £1 12 0 |
| Hull..... | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 | £1 0 6 |
| Derby..... | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 | £1 14 0 |

Nos. 4 and 6 South, and No. 2 North, are Mail trains. First and second class carriages are attached to all the trains, and third class carriages to all except the Mail trains.—Time is allowed at York for refreshment.

A Market train leaves York every Monday at 5 a.m. arriving at Darlington at 7 30 a.m.

The No. 2 South train meets a Coach at Eckington for Lincoln, Newark, Worksop, &c. Nos. 1, 2, and 4 South trains are in connexion with trains from Birmingham to Cheltenham, &c. Coach places may be secured at the Railway Offices in York and London. Persons riding on their own Carriages are charged second class fare. Families or parties wishing for any particular accommodation, are requested to give previous notice.

Carriages and Horses must be at the station 15 minutes before the departure of the trains, and, to prevent disappointment, previous notice should be given.

DARLINGTON. Trains to and from Bishop Auckland, Sunderland, Hartlepool, and Stockton-on-Tees, meet the arrival and departure of the trains at Shields, arriving in Edinburgh at 12 p.m. The Mail (via Berwick and Dunbar) leaves Darlington at the same hour and arrives in Edinburgh at 2 a.m. The Chey-Chase leaves Edinburgh at 4 30 p.m. arriving at Darlington at 8 30 a.m. to meet No. 2 South train.

COWTON. A Mail coach leaves Richmond daily at 7 15 a.m. and 3 10 p.m. to meet the mail trains; returning immediately on their arrival.

NORTHALLERTON. The Prince Albert coach leaves Northallerton daily (Sundays excepted) on the arrival of the North Mail train, for Bedale and Leyburn; and leaves Leyburn at 12 30 p.m. to meet South Mail train. An omnibus between Bedale & Masham meets the arrival and departure of the P. Albert.

THIRSK. A Mail coach leaves Ripon daily at 6 55 a.m. arriving at Thirsk at 8 10; and returns from Thirsk on the arrival of the South Mail at 4 35 p.m. The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the North Mail train; and returns in time for No. 5 South train.

| DOWN TRAINS. | | | | | | | | | | | | |
|-------------------|------|-------|-------|-------|------|------|------|----|----|----|----|----|
| Shoreditch | 8 30 | 11 0 | 2 0 | 3 0 | 4 15 | 5 0 | 6 30 | .. | .. | .. | .. | .. |
| Mile End | 8 34 | 11 4 | 2 4 | 3 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| Stratford | 8 41 | 11 11 | 2 11 | 3 11 | 4 25 | 5 10 | 6 40 | .. | .. | .. | .. | .. |
| Forest Gate | .. | .. | .. | .. | 4 29 | .. | .. | .. | .. | .. | .. | .. |
| Ilford | 8 50 | 11 20 | 2 20 | 3 20 | 4 35 | 5 19 | 6 49 | .. | .. | .. | .. | .. |
| Romford | 9 1 | 11 31 | 2 31 | 3 31 | 4 46 | 5 30 | 7 0 | .. | .. | .. | .. | .. |
| UP TRAINS. | | | | | | | | | | | | |
| Brentwood | 8 45 | 9 45 | 10 45 | 12 30 | 3 30 | 5 30 | 6 30 | .. | .. | .. | .. | .. |
| Romford | 9 0 | 10 0 | 11 0 | 12 45 | 3 45 | 5 45 | 6 45 | .. | .. | .. | .. | .. |
| Ilford | 9 11 | 10 11 | 11 11 | 12 56 | 3 56 | 5 56 | 6 56 | .. | .. | .. | .. | .. |
| Forest Gate | 9 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Stratford | 9 21 | 10 19 | 11 19 | 1 4 | 4 4 | 6 4 | 7 4 | .. | .. | .. | .. | .. |
| Mile End | 9 28 | .. | .. | 1 11 | .. | 6 11 | 7 11 | .. | .. | .. | .. | .. |

On Sundays from Shoreditch at 9 $\frac{3}{4}$ a.m. and 2, 3, 6, p.m.—From Brentwood at 9 $\frac{1}{2}$ a.m. and 1 $\frac{1}{2}$, 4 $\frac{1}{2}$, & 6, p.m.
Fares.—London to Brentwood, 1st class 3s. 6d., second 2s. 6d., third 2s.

NEWCASTLE AND NORTH SHIELDS.

From Newcastle—8, 9, 10, 11, 12 a.m.; 1, 2, 3, 4, 5, 6, 7, & 8 $\frac{1}{2}$ p.m.
 From North Shields—8 $\frac{1}{2}$, 9 $\frac{1}{2}$, 10 $\frac{1}{2}$ and 11 $\frac{1}{2}$ a.m.
 On Sundays—8, 9, 9 45, a.m.; 1, 2, 3, 4, 5, 6, 7, and 8 $\frac{1}{2}$ p.m.
 On Sundays—8 $\frac{1}{2}$, 9 $\frac{1}{2}$, and 10 $\frac{1}{4}$ a.m.
 1 $\frac{1}{2}$, 2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 5 $\frac{1}{2}$, 6 $\frac{1}{2}$, 7 $\frac{1}{2}$, & 9 p.m.

Extra Trains from Newcastle on Saturdays, at 8 $\frac{1}{2}$ a.m., and 8 p.m.; and from North Shields, 9 a.m., and 8 $\frac{1}{2}$ p.m.

Fares.—First class, 9d.; second class, 6d. From the intermediate stations—first class 6d., second class, 4d.;

Garnkirk and Glasgow.

From Glasgow to Airdrie, &c. 7 15 and 10 15 a.m., 1 15 and 4 15 p.m.

From Airdrie to Glasgow, &c. 8 30 and 11 30 a.m., 2 30 and 5 30 p.m.

The Wishaw and Coltness railway coach, from Holytown and Newarthill, joins the morning train from Gartsherrie to Glasgow, and returns with the last afternoon train.

The *Slamannan Railway Company's* trains for passengers, from Glasgow to Slamannan, Avon-bridge, and Causewayend, near Linlithgow, by railway, and thence to EDINBURGH by canal and stage coach, start from the Garnkirk and Glasgow Railway Company's dépôt at 10 $\frac{1}{4}$ a.m. and 2 $\frac{1}{2}$ p.m. From Causewayend to Glasgow at 9 $\frac{3}{4}$ a.m., and 2 p.m.

Stockton and Darlington.

From St. Helens Auckland to Shildon—8 50 a.m.; 1 15 & 5 30 p.m.

Shildon to St. Helens Auckland—9 15 a.m.; 12 30 & 6 10 p.m.

Shildon to Darlington, 9 15 a.m.; 1 40 and 6 p.m.

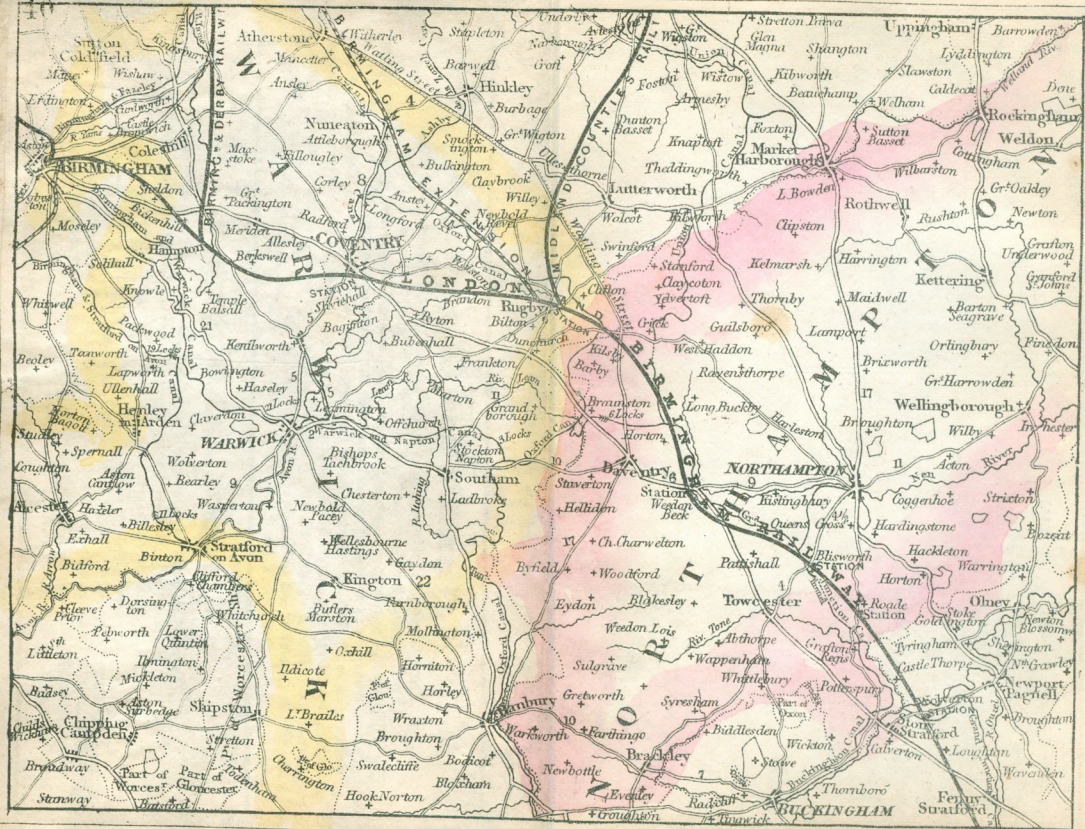
Darlington to Shildon, 8 50 a.m.; 12 and 5 40 p.m.

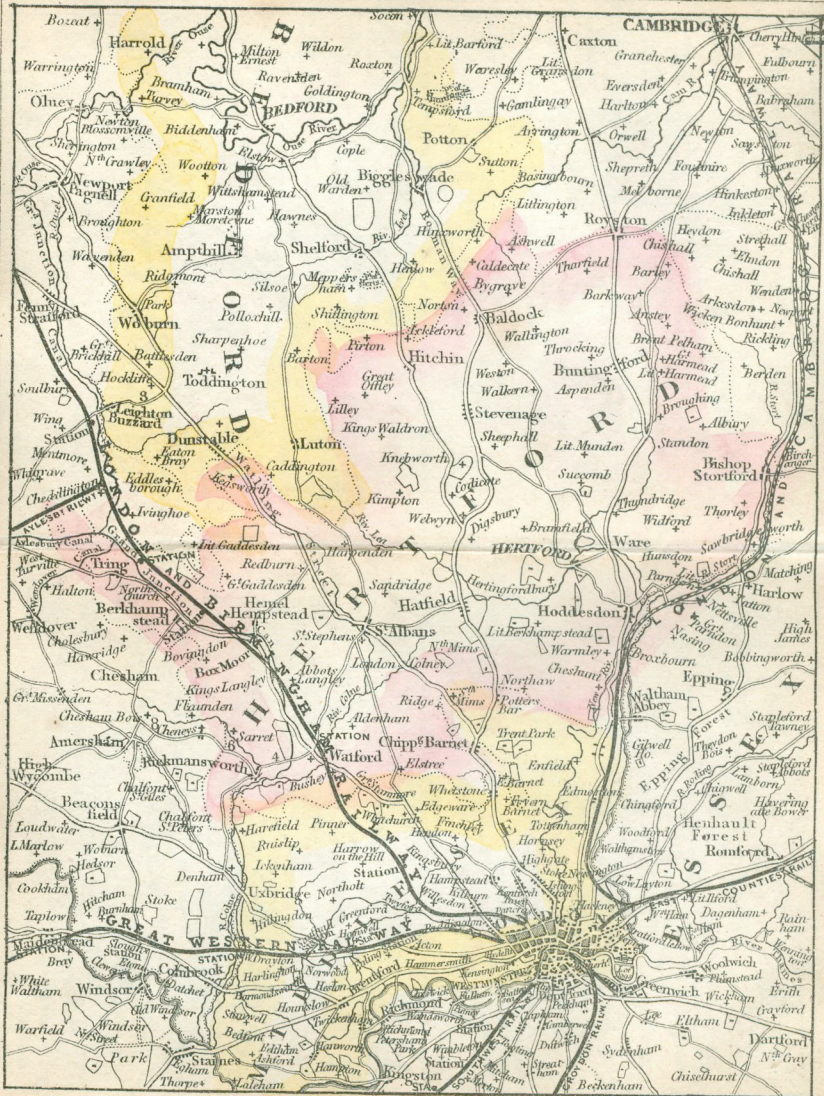
Darlington to Stockton, 7 45, 9 45 mail, and 12 20 a.m.; 2 15, 3 45 mail, and 6 30 p.m.

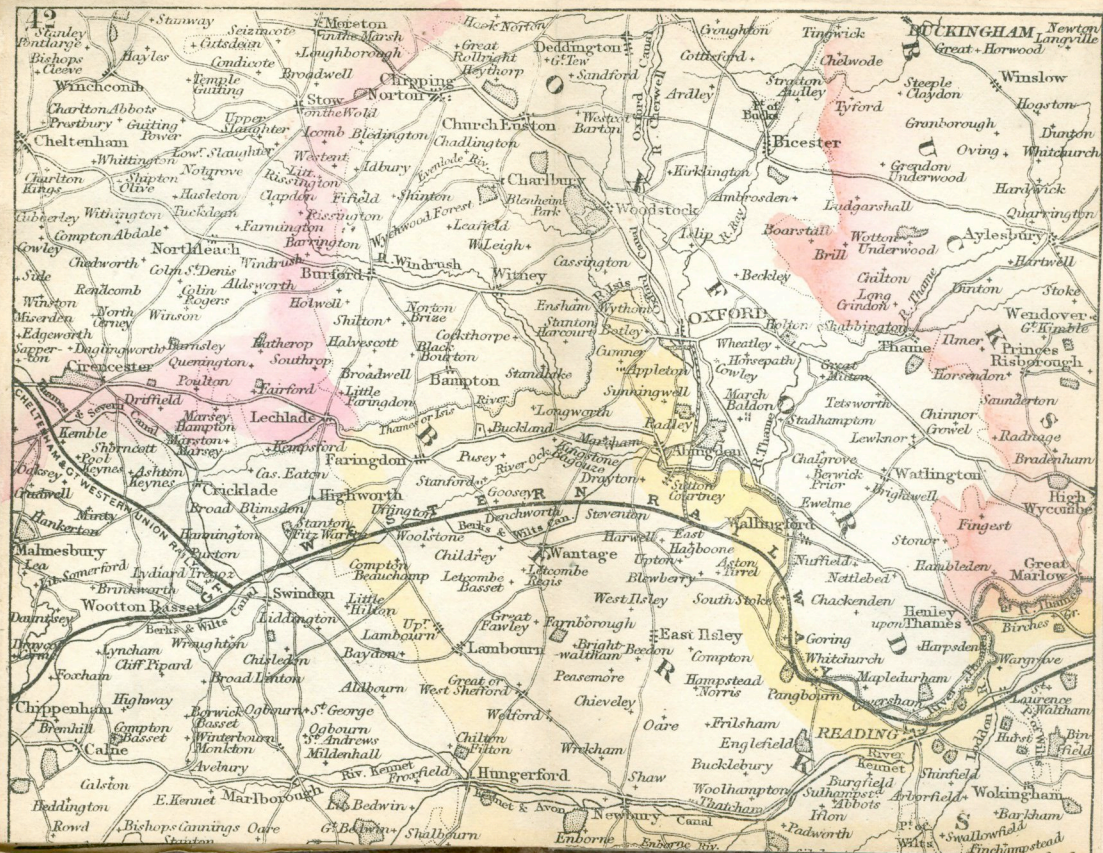
Stockton to Darlington, mail 8 15, 9 30, and 11 20 a.m.; 2 34 mail, 5, and 6 50 p.m.

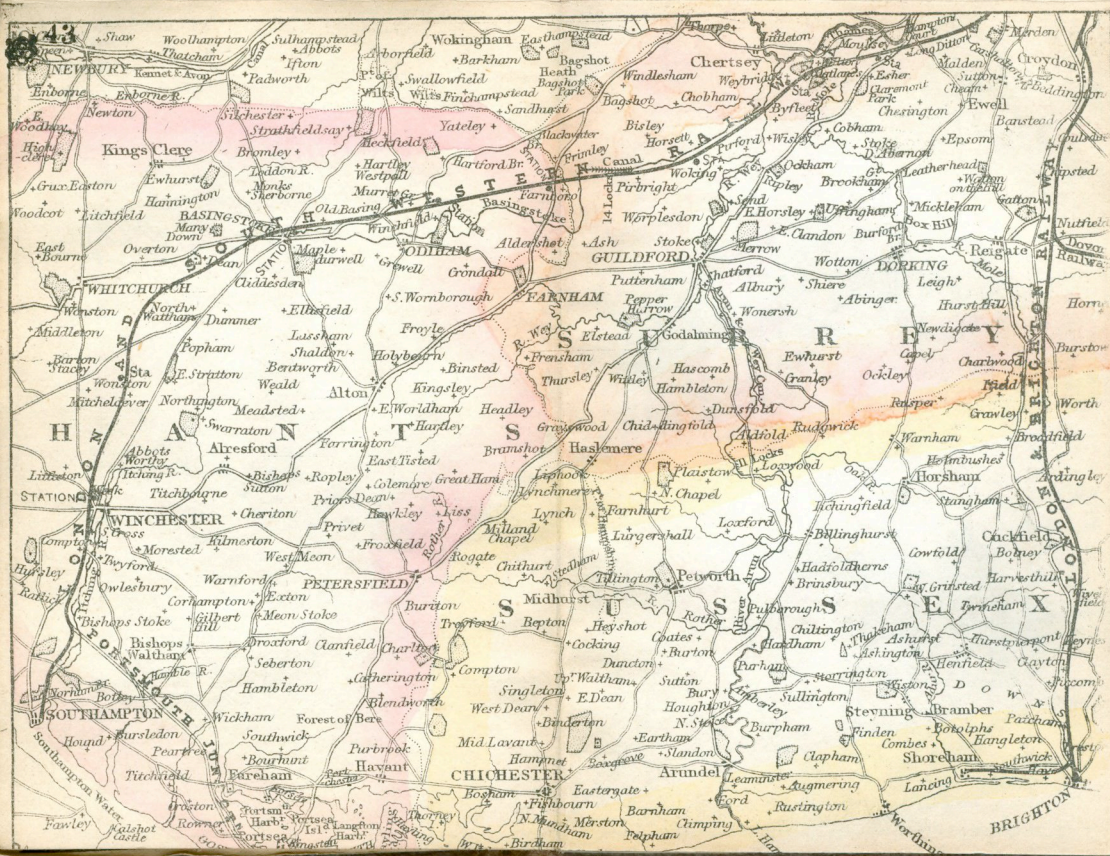
Stockton to Middlesbrough, 7 30, 8 40, 10 20, and 11 $\frac{1}{2}$ a.m.; 1, 2 50, 4, 5 20, and 7 10 p.m.

Middlesbrough, to Stockton, 7, 7 55, 9 15, 11, and 12 15 a.m.; 1 30, 3 20, 4 40, and 6 35 p.m.

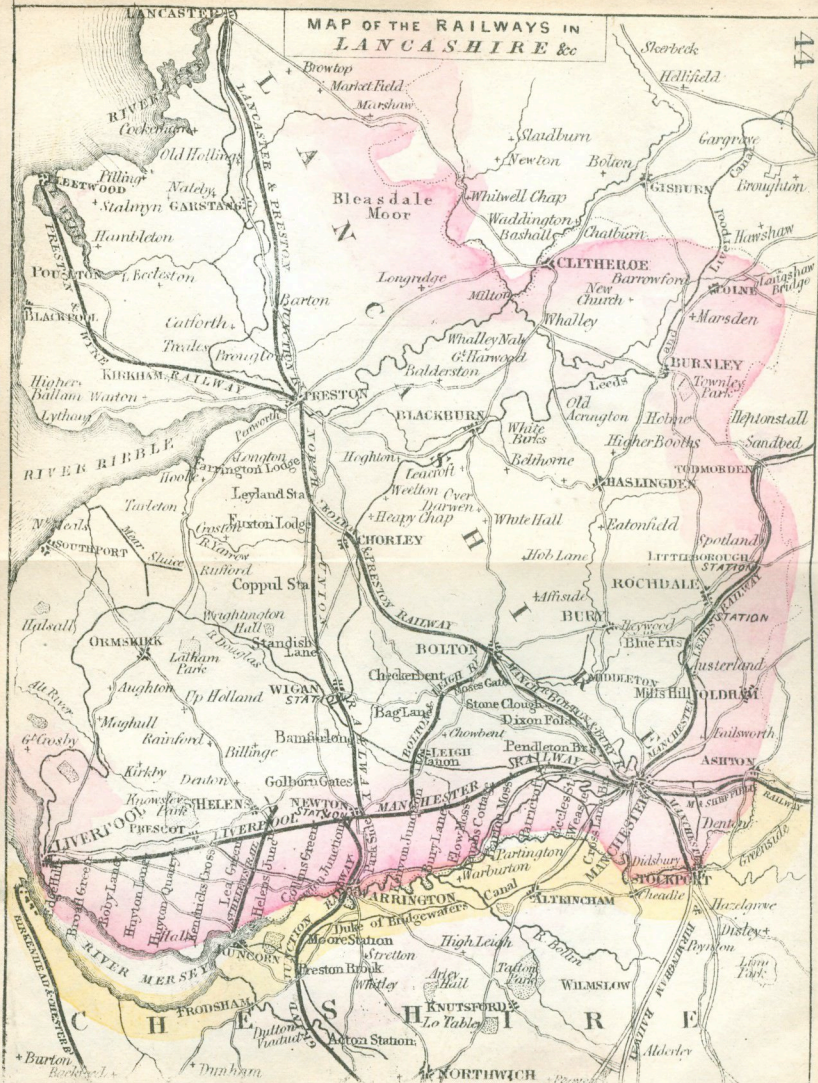


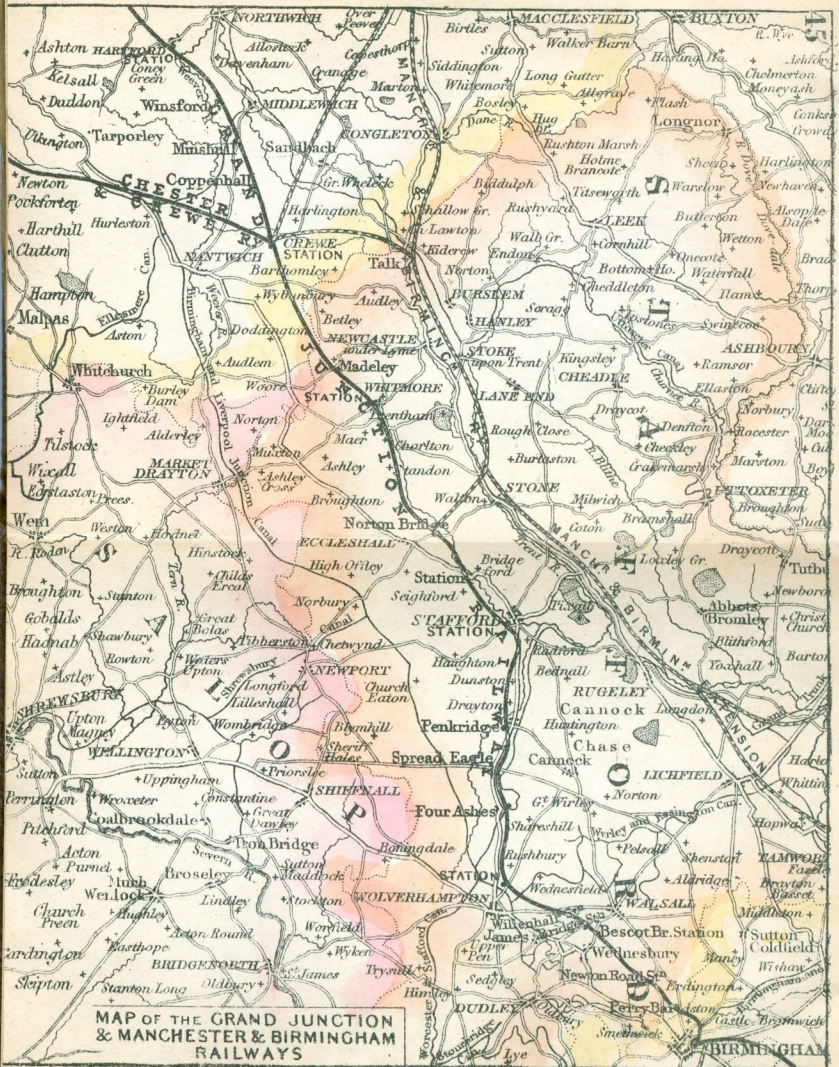




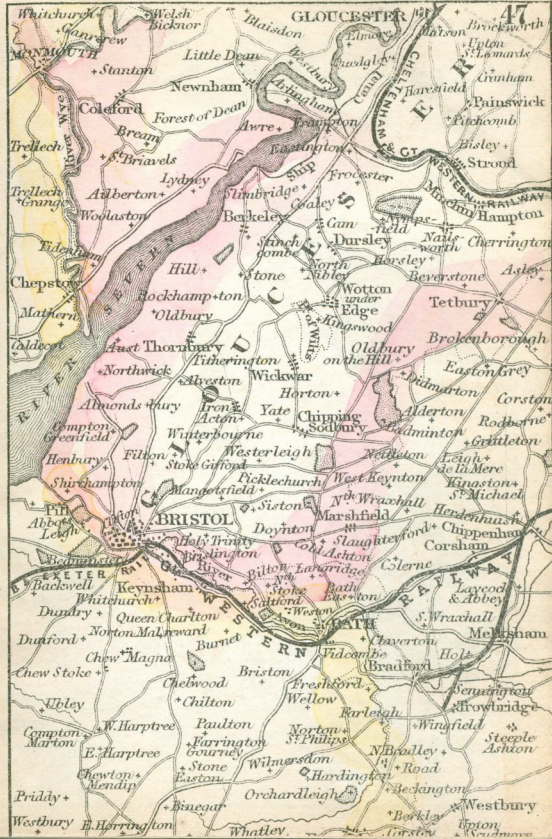
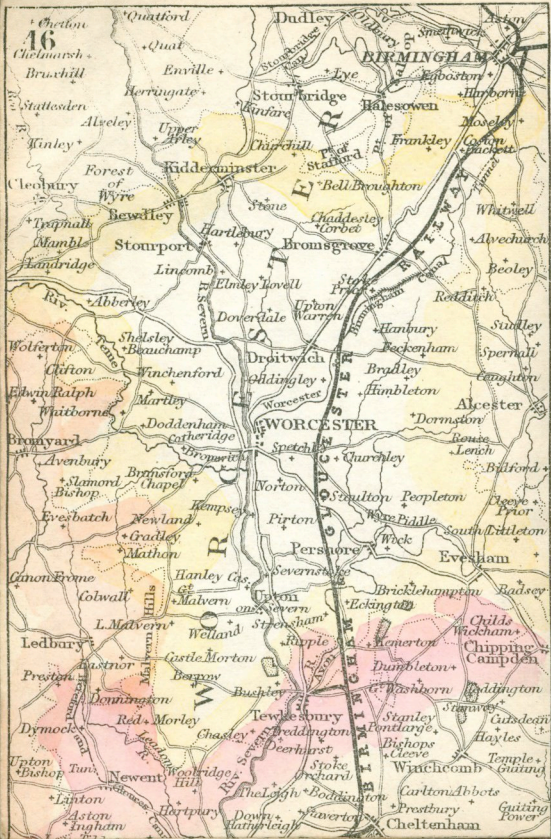


44

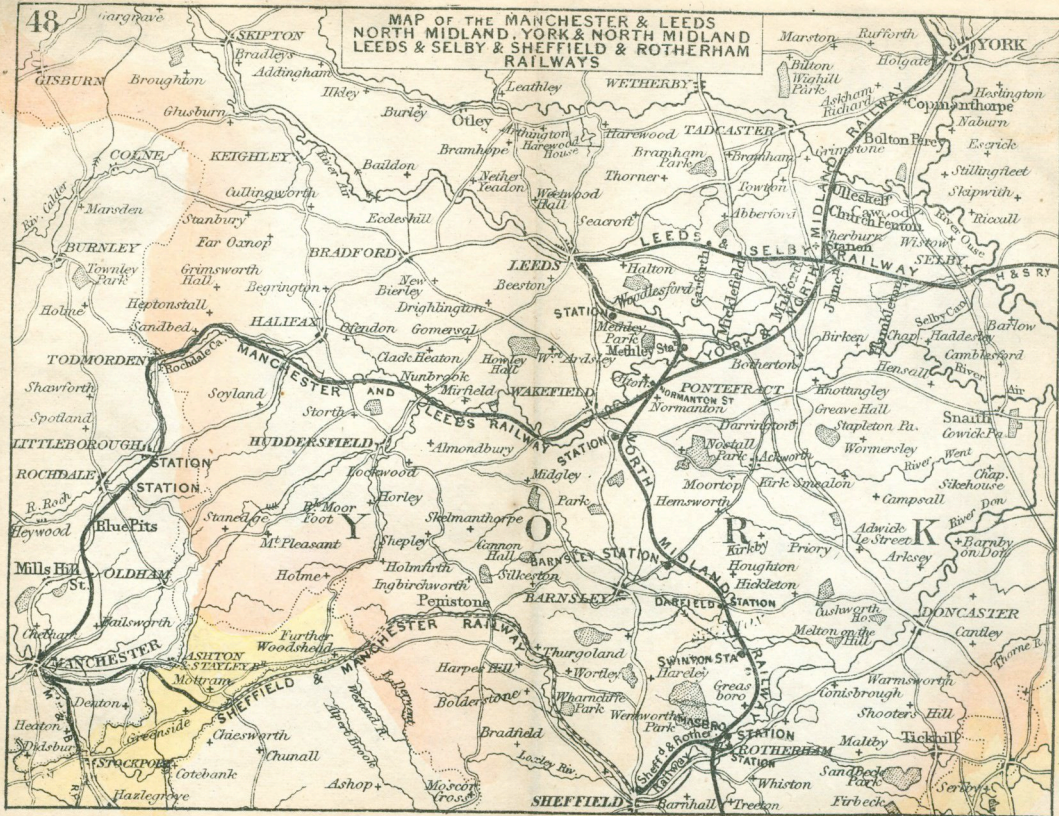


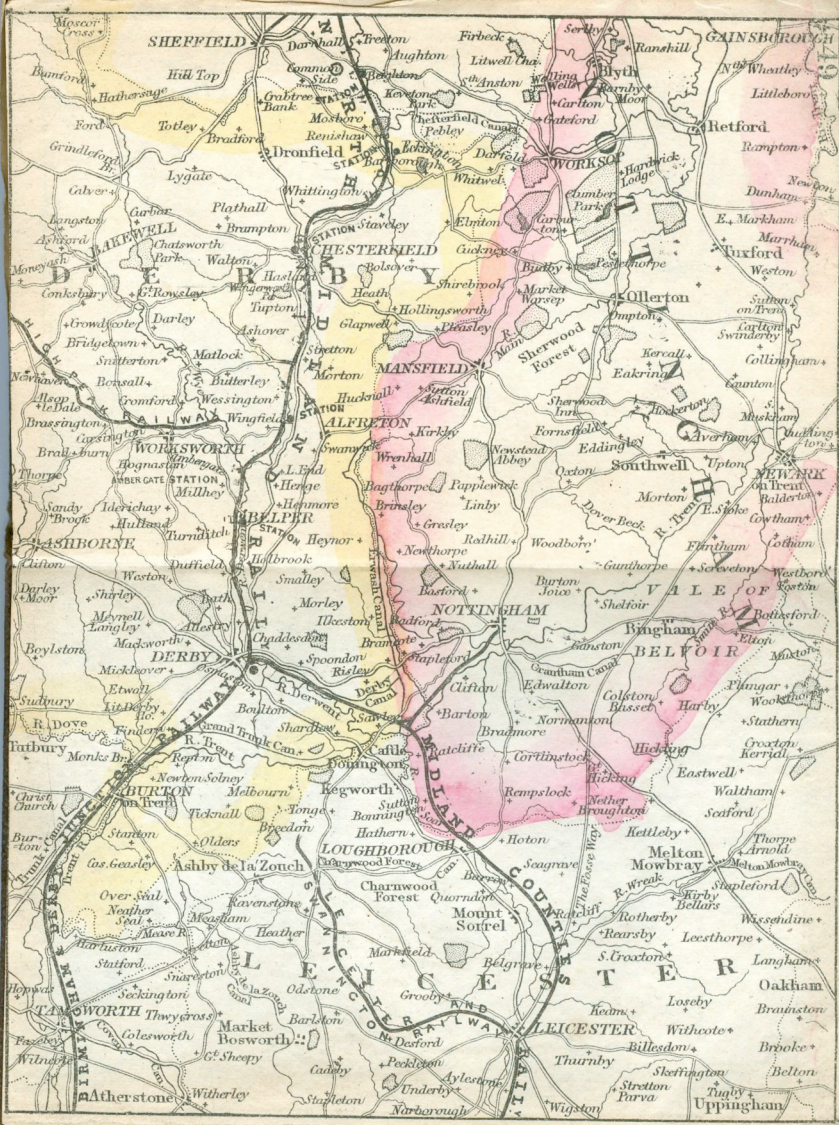


MAP OF THE GRAND JUNCTION
& MANCHESTER & BIRMINGHAM
RAILWAYS



MAP OF THE MANCHESTER & LEEDS NORTH MIDLAND, YORK & NORTH MIDLAND LEEDS & SELBY & SHEFFIELD & ROTHERHAM RAILWAYS





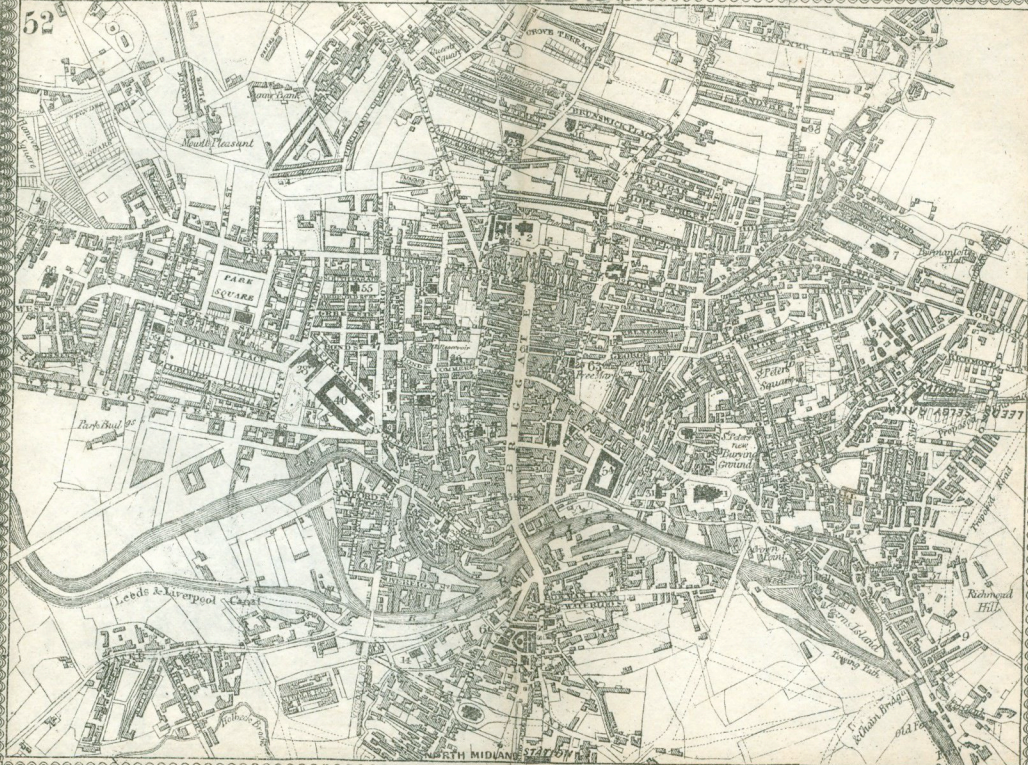
This is a detailed historical map of Birmingham, England, showing the city's layout, streets, and landmarks. The map is framed by a decorative border with the word "BIRMINGHAM" at the top. Key features include the railway station, town hall, and various streets and districts.

The map shows the city's layout, including the railway station, town hall, and various streets and districts. The railway station is located in the bottom left corner, and the town hall is in the bottom center. The city is divided into various districts, including the city center, the suburbs, and the rural areas. The map is a detailed representation of the city's layout, showing the streets, buildings, and landmarks.

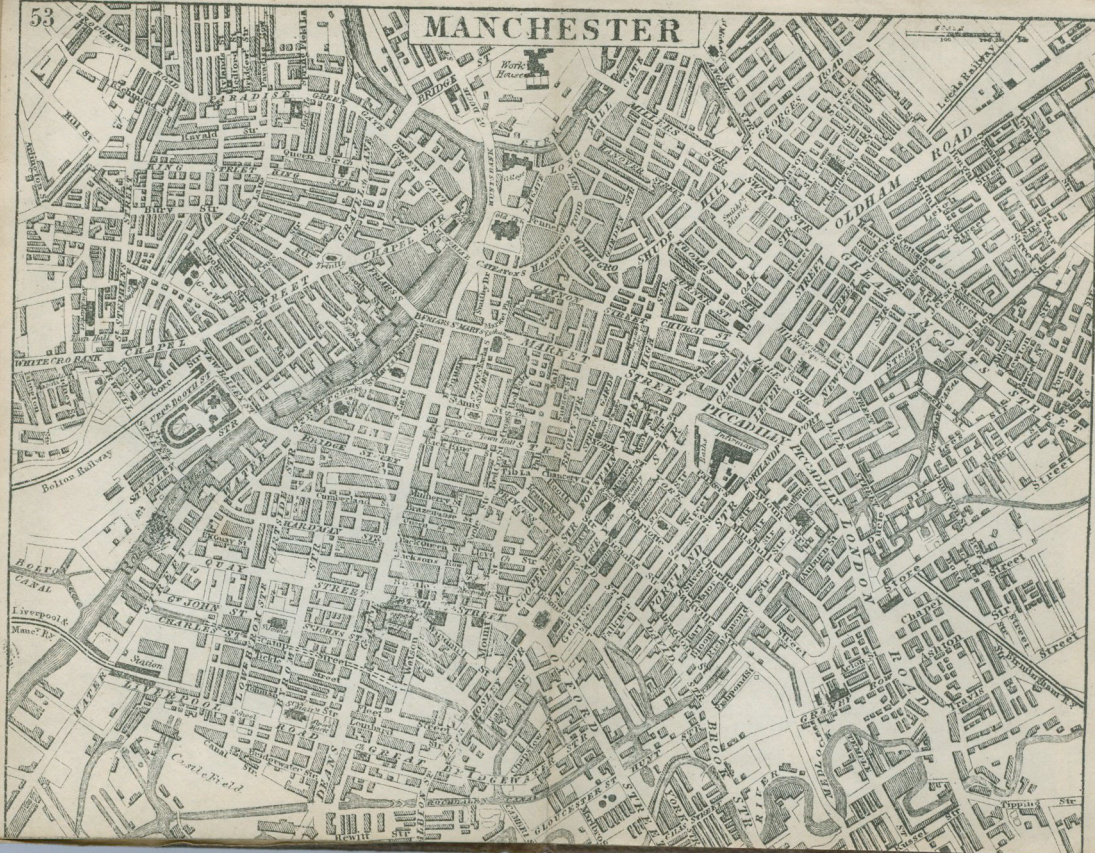
D. 10. 170 D. 11. 2 11. CD 11. 6 W.D. 11. J. R. March

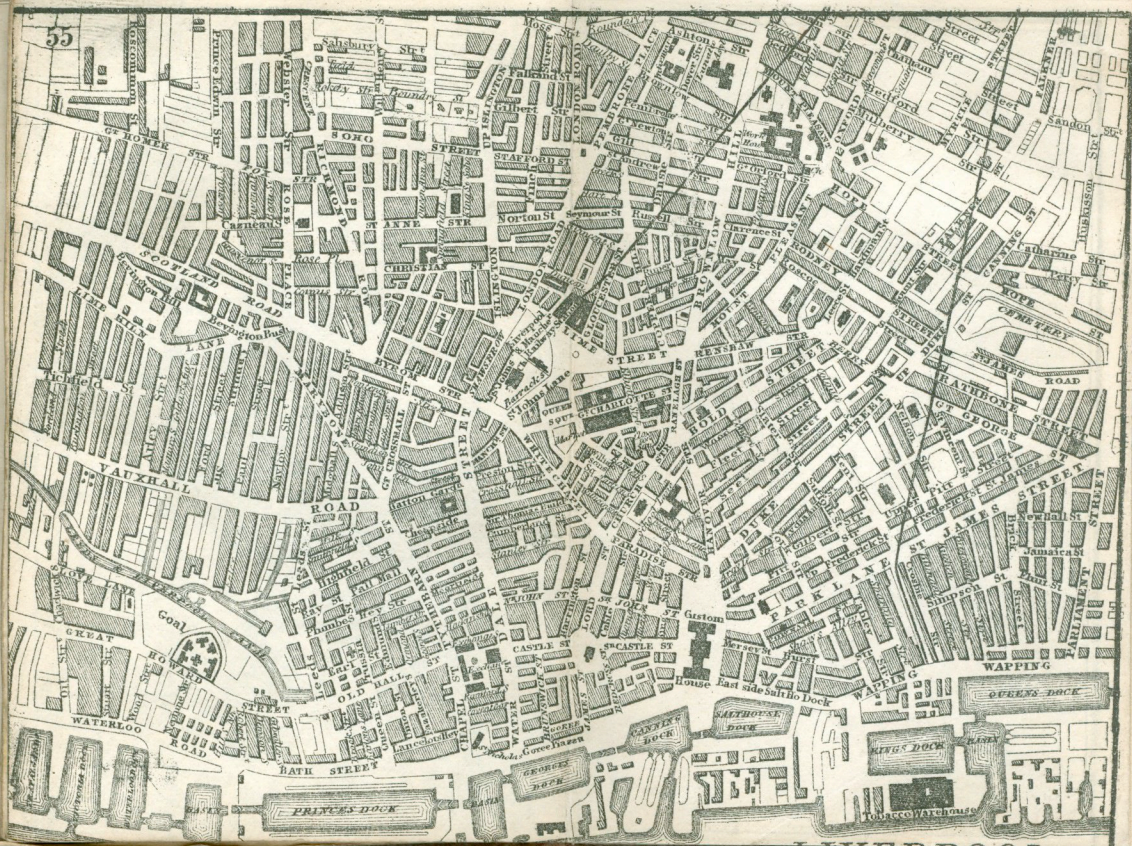
LEEDS

52



NORTH MIDLAND RAILWAY







Drawn & Engraved by G. Bradburn, Stationer & Printer, 15, Abchurch Lane, London.

Names of railways in England, as numbered in the Map

| | Miles | Amt. of share. | | Miles | amt. of share |
|--|-------|----------------|-----------------------------------|-------|---------------|
| 1. Birmingham & Derby Junction | 38½ | £ 100 | 21. Manchester and Birmingham | 45 | £70 |
| 2. Birmingham and Gloucester .. | 52 | 100 | 22. Manchester & Birmingham Ex | .. | 100 |
| 3. Birmingham, Bristol, & Thames Junction .. | 3 | 20 | 23. Manchester and Leeds .. | 60 | 100 |
| 4. Bolton and Leigh .. | 10 | 100 | 24. Manchester, Bolton, & Bury | 10 | 100 |
| 4. Kenyon and Leigh .. | 10 | 100 | 24. Maryport and Carlisle .. | 28 | 50 |
| 5. Bristol and Exeter .. | 76 | 100 | 25. Midland Counties .. | 57 | 100 |
| 6. Bolton and Preston .. | 14 | 50 | 26. Newcastle and Carlisle .. | 61 | 100 |
| 7. Chester and Birkenhead .. | 15 | 50 | 27. Newcastle and North Shields | 63 | 50 |
| 7. Chester and Crewe .. | 18 | 50 | 28. North Midland .. | 72 | 100 |
| 8. Cromford and High Peak .. | 32½ | — | 29. North Union .. | 22 | 75 |
| 9. Croydon .. | 10 | — | 30. Northern and Eastern .. | 52 | 100 |
| 10. Eastern Counties .. | 126 | 25 | 31. St. Helen's and Runcorn Gap | 8 | 100 |
| 11. Grand Junction .. | 97 | — | 32. Sheffield and Manchester .. | 40 | 100 |
| 12. Great North of England .. | 74 | 100 | 33. Sheffield and Rotherham .. | 6 | 25 |
| 13. Great Western .. | 117 | 100 | 34. Stockton and Darlington .. | 25 | 100 |
| 14. Hull and Selby .. | 30 | 50 | 35. York and North Midland .. | 23 | 50 |
| 15. Lancaster and Preston Junction | 20 | 50 | 36. South Eastern and Dover .. | 67 | 50 |
| 16. Leeds and Selby .. | 20 | 100 | 37. Canterbury and Whitstable | 6 | 50 |
| 17. Leicester and Swannington .. | 16 | 50 | 38. Greenwich .. | 4 | 20 |
| 18. Liverpool and Manchester .. | 31 | 100 | 39. Preston and Wyre .. | 19 | 50 |
| 19. London and Birmingham .. | 112 | 100 | 40. Taff Vale .. | — | — |
| 20. London and Southampton .. | 76 | — | 41. Manchester & Bolton Extension | — | — |
| | | | 42. London and Brighton .. | 46 | 50 |

CAB FARES

TO OR FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,
AND EASTERN COUNTIES RAILWAY STATIONS,

LONDON.

A Two-Horse Coach charged one-half more.

| FROM | Birmingham Station, | Euston squ. | Gr't. Western Station, Paddington. | Sh. Western Station, Nine Elms. | Brighton Station, | London Bdg. Station, | Est. Counties Station, Shore Ditch. |
|--------------------------------|------------------------|-------------|--|---------------------------------------|----------------------|-------------------------|---|
| Adelphi terrace | 1s 8d | 2s 4d | 1s 8d | 1s 8d | 1s 8d | 2s 0d | |
| Admiralty | 1 8 | 2 4 | 1 4 | 1 8 | 2 4 | 2 4 | |
| Aldgate pump | 2 4 | 3 4 | 2 4 | 0 8 | 1 0 | 1 0 | |
| Aldersgate st., (Long lane) .. | 1 8 | 3 0 | 2 8 | 1 0 | 1 0 | 1 0 | |
| Baker street, Crawford st.. | 1 0 | 1 0 | 2 4 | 2 8 | 3 0 | 3 0 | |
| Bank of England | 1 8 | 3 0 | 2 4 | 0 8 | 0 8 | 0 8 | |
| Battersea bridge | 3 4 | 3 0 | 1 8 | 4 0 | | | |
| Bayswater road, Albion st.. | 1 8 | 0 8 | 2 4 | 3 4 | 3 4 | 3 4 | |
| Ditto Flora garden | 2 0 | 0 8 | 2 4 | 3 8 | 3 4 | 3 4 | |
| Bedford row | 1 0 | 2 4 | 2 4 | 1 8 | 1 8 | 1 8 | |
| Ditto square | 0 8 | 2 0 | 2 0 | 2 0 | 2 0 | 2 0 | |
| Belgrave square, Halkin st. | 2 0 | 1 8 | 1 8 | 2 8 | 3 0 | 3 0 | |
| Birmingham railway station | .. | 1 8 | 2 8 | 2 4 | 2 4 | 2 4 | |
| Bishopsgate st., Four Swans. | 2 4 | 3 4 | 2 8 | 1 0 | 0 8 | 0 8 | |
| Blackfriars rd. Stamford st. | 1 8 | 2 8 | 1 8 | 0 8 | 1 4 | 1 4 | |
| Ditto bridge street | 1 8 | 2 8 | 1 8 | 1 0 | 1 4 | 1 4 | |
| Blackwall Railway | 2 8 | 3 8 | 2 8 | 1 0 | 1 0 | 1 0 | |
| Bloomsbury square | 0 8 | 2 0 | 2 0 | 1 8 | 1 8 | 1 8 | |
| Bond street, Oxford-street | 1 4 | 1 4 | 2 4 | 2 4 | 2 8 | 2 8 | |
| British Museum | 0 8 | 2 0 | 2 0 | 2 0 | 2 0 | 2 0 | |
| Brighton railway station .. | 2 4 | 3 8 | 2 0 | 1 8 | 1 4 | 1 4 | |
| Bricklayers' arms | 2 8 | 3 8 | 1 8 | 0 8 | 1 8 | 1 8 | |
| Brixton church | 3 4 | 4 0 | 1 8 | 2 0 | 3 4 | 3 4 | |
| Bryanston square | 1 4 | 1 0 | 2 4 | 3 0 | 3 0 | 3 0 | |
| Buckingham gate | 2 0 | 2 0 | 1 4 | 2 8 | 3 0 | 3 0 | |
| Camden town, Union terrace | 0 8 | 2 0 | 3 0 | 2 8 | 2 4 | 2 4 | |
| Cavendish square | 1 0 | 1 4 | 2 4 | 2 4 | 2 4 | 2 4 | |
| Charles street, Oxford street. | 1 0 | 1 8 | 2 0 | 2 0 | 2 0 | 2 0 | |
| Chancery lane | 1 0 | 2 4 | 2 0 | 1 4 | 1 4 | 1 4 | |
| Charing cross | 1 4 | 2 0 | 1 8 | 2 0 | 2 0 | 2 0 | |
| Cheapside | 1 8 | 3 0 | 2 4 | 0 8 | 1 0 | 1 0 | |

| FROM | Birm- ing- ham. | Great West- ern. | South West- ern. | Bright- on. | Eastern Counties. |
|------------------------------|-----------------------|------------------------|------------------------|----------------|----------------------|
| Chelsea Hospital | 2 8 | 2 8 | 1 8 | 2 8 | 3 8 |
| City road, Old street | 1 8 | 3 0 | 2 8 | 1 4 | 0 8 |
| Ditto Goswell st. road.. | 1 0 | 2 8 | 3 0 | 1 8 | 1 4 |
| Clapham common windmill | 3 0 | 3 8 | 1 8 | 2 8 | 3 0 |
| Ditto road, Stockwell rd | 3 0 | 3 8 | | | 3 0 |
| Clerkenwell green | 1 4 | 2 8 | 2 8 | 1 4 | 1 4 |
| Cobham row | 1 4 | 2 8 | 2 8 | 1 8 | 1 4 |
| Compton st. Burton Crescent | 0 8 | 2 0 | 2 8 | 2 0 | 2 0 |
| Commercial road, Dock st.. | 2 8 | 4 0 | 3 8 | 1 8 | 1 8 |
| Cornhill | 2 0 | 3 0 | 2 4 | 0 8 | 0 8 |
| Covent garden theatre | 1 0 | 2 0 | 2 0 | 1 8 | 2 0 |
| Covent garden, Henrietta st. | 1 4 | 2 0 | 1 8 | 1 8 | 2 0 |
| Custom house stairs | 2 4 | 3 8 | 2 4 | 0 8 | 1 0 |
| Colosseum | 1 0 | 1 8 | 2 8 | 3 0 | 3 0 |
| Drury lane theatre | 1 0 | 2 0 | 2 0 | 1 4 | 1 8 |
| Eaton square | 2 4 | 2 0 | 1 4 | 2 4 | 3 4 |
| Edgeware rd. Nutford place | 1 4 | .. | 1 4 | 3 0 | 3 0 |
| Eastern counties railway st. | 2 8 | 3 8 | 2 8 | 1 0 | |
| Finsbury square | 2 0 | 3 0 | 2 8 | 1 0 | 0 8 |
| Fleet-street, obelisk | 1 4 | 2 8 | 2 4 | 1 0 | 1 4 |
| Foundling Hospital | 1 0 | 2 4 | 2 8 | 1 8 | 2 0 |
| Gloucester pl. lwr. York pl. | 1 0 | 1 0 | 2 4 | 2 8 | 3 0 |
| General Post Office | 1 8 | 3 0 | 2 8 | 1 0 | 1 0 |
| Goswell street, Seward st.. | 1 4 | 2 8 | 2 8 | 1 8 | 1 0 |
| Gray's Inn gate | 1 4 | 2 4 | 2 4 | 1 4 | 1 4 |
| Grays inn lane, Portpool In. | 1 0 | 2 4 | 2 4 | 1 4 | 1 8 |
| Great Western railway st.. | 1 8 | .. | 3 0 | 3 8 | 3 8 |
| Greenwich railway station.. | 2 4 | 3 8 | 2 0 | | 1 0 |
| Grosvenor square | 1 4 | 1 4 | 2 0 | 2 8 | 2 8 |
| Gracechurch st. Spread Egl | 2 0 | 3 4 | 2 4 | 1 8 | 0 8 |
| Guildford st. Grenville st.. | 0 8 | 2 0 | 2 4 | 1 8 | 1 8 |
| Hatton garden, Holborn | 1 4 | 2 4 | 2 4 | 1 4 | 1 4 |
| Hackney rd. Gloucester pl. | 2 4 | 4 4 | 3 4 | 1 8 | 0 8 |
| Hampstead rd. Chalk farm | 1 0 | 1 8 | 3 4 | 3 0 | 2 0 |
| Hanover square | 1 4 | 1 4 | | 2 4 | 2 4 |
| Harley street | 0 8 | 1 0 | 2 4 | 3 0 | 2 8 |
| Haymarket | 1 4 | 2 0 | 1 8 | 2 0 | 2 4 |
| High street, Mary-le-bone | 1 0 | 1 0 | 2 8 | 2 8 | 2 8 |
| Holborn, Drury lane | 1 0 | 2 0 | 2 0 | 1 8 | 1 8 |
| Ditto Fetter lane | 1 4 | 2 4 | 2 4 | 1 4 | 1 4 |
| House of Commons | 1 8 | 2 4 | 1 4 | 1 8 | 2 4 |
| Hyde pk. corner, Piccadilly | 1 8 | 2 0 | 1 8 | 2 8 | 3 0 |
| Hatchett's Hotel, Piccadilly | 1 8 | 1 8 | 2 0 | 2 4 | 2 8 |
| Islington, Angel | 1 0 | 2 8 | 3 0 | 1 8 | 1 4 |
| Ditto Green | 1 4 | 2 8 | 3 4 | 2 0 | 1 4 |

| FROM | Birming- ham. | Great West- ern. | South West- ern. | Brigh- ton. | Eastern Coun- ties. |
|--------------------------------|------------------|------------------------|------------------------|----------------|---------------------------|
| India House..... | 2 0 | 3 4 | 2 0 | 0 8 | 0 8 |
| Kennington, the horns... | 2 8 | 3 4 | 1 0 | 1 4 | 2 4 |
| Kennington, Com. church... | 3 0 | 3 8 | 0 8 | 1 4 | 2 4 |
| Kensington crge.en. Hyd.pk | 3 0 | 2 4 | 2 8 | 3 8 | 3 8 |
| Kennington turnpike | 2 8 | 3 8 | 1 0 | 1 4 | 2 4 |
| Ditto lane, vauxhall st. | 2 4 | 3 4 | 0 8 | 1 8 | 2 4 |
| Kensington Gore, hawfy house | 2 4 | 2 4 | 2 0 | 3 0 | 3 4 |
| Ditto Gravel pits..... | 2 4 | 1 4 | 3 0 | 3 8 | 3 8 |
| Kentish Town, Traf. place.. | 1 0 | 2 4 | 3 8 | 2 8 | 2 4 |
| King's Cross, New road..... | 0 8 | 2 0 | 3 0 | 2 0 | 1 8 |
| King street, Guildhall | 2 0 | 3 0 | 2 8 | 0 8 | 1 0 |
| Knightsbridge Wilton plce. | 2 0 | 1 8 | 1 8 | 2 8 | 3 0 |
| Knightsbridge, Sloan street | 2 0 | 1 8 | 1 8 | 2 8 | 3 0 |
| Lambeth palace | 2 4 | 3 0 | 1 4 | 1 4 | 2 0 |
| Lad lane, swan with 2 necks | 1 8 | 3 0 | 2 4 | 0 8 | 1 0 |
| Lamb's, Condt. st. Gt. Or. st. | 0 8 | 2 4 | 2 4 | 1 8 | 1 8 |
| Leicester square | 1 4 | 2 0 | 1 8 | 2 0 | 2 4 |
| Lincoln's Inn Fields | 1 0 | 2 4 | 2 0 | 1 4 | 1 8 |
| London & Southampton railway | 2 8 | 3 0 | .. | 2 0 | 2 8 |
| London Bridge Wharf | 2 0 | 3 4 | 2 0 | 0 8 | 1 0 |
| Long Acre, St. Martin's lane | 1 0 | 2 0 | 1 8 | 1 8 | 2 0 |
| Long Lane, Charterhouse st. | 1 8 | 2 8 | 2 4 | 1 0 | 1 0 |
| Manchester Square | 1 4 | 1 0 | 2 4 | 2 8 | 2 8 |
| Marsh Gate, Lambeth | 2 0 | 2 8 | 1 4 | 1 0 | 2 0 |
| Mansion House | 1 8 | 3 0 | 2 4 | 0 8 | 0 8 |
| Mill End Turnpike..... | 3 0 | 4 0 | 3 0 | 1 4 | 1 4 |
| Montague Square | 1 4 | 1 0 | 2 4 | 3 0 | .. |
| Moorfields, Ropemaker st.. | 2 0 | 3 4 | 2 8 | 1 0 | 0 8 |
| Moorfields, Fore street | 2 0 | 3 4 | 2 4 | 0 8 | 0 8 |
| Moorgate street, Lond. Wall | 1 8 | 3 4 | 2 4 | 0 8 | 0 8 |
| New road, Harley street | 0 8 | 1 0 | 2 4 | 2 4 | 2 8 |
| Ditto Tot. court road.. | 0 8 | 1 8 | 2 4 | 2 4 | 2 4 |
| Newington Butts, Eleph.&C. | 2 4 | 3 4 | 1 4 | 1 0 | 1 8 |
| New road, Paddington chap. | 1 4 | 0 8 | 2 8 | 3 0 | 3 0 |
| Old Bailey..... | 1 8 | 2 8 | 2 4 | 1 0 | 1 4 |
| Oxford street, Pantheon .. | 1 0 | 1 4 | 2 4 | 2 4 | 2 4 |
| Oxford st., Tottenham ct. rd. | 1 4 | 1 8 | 2 0 | 2 0 | 2 0 |
| Park lane, Grosvenor street. | 1 8 | 1 4 | 2 0 | 2 8 | 3 0 |
| Pentonville, St. James's ch. | 0 8 | 2 4 | 3 0 | 2 0 | 1 8 |
| Piccadilly, Ranger's lodge.. | 1 8 | 1 8 | 2 0 | 2 4 | 2 8 |
| Piccadilly, Burlington arcade | 1 4 | 1 8 | 1 8 | 2 0 | 2 4 |
| Pimlico, Eccleston street... | 2 4 | 2 0 | 1 8 | 2 0 | 3 0 |
| Portland st., N. Cavendish st. | 0 8 | 1 4 | 2 4 | 2 4 | 2 8 |
| Portman square | 1 4 | 1 0 | 2 4 | 2 8 | 2 8 |
| Queen's square, Bloomsbury | 1 0 | 2 4 | 2 4 | 1 8 | 2 0 |

| FROM | Birming- ham. | Great West- ern. | South West- ern. | Brigh- ton. | Eastern Coun- ties. |
|--------------------------------|------------------|------------------------|------------------------|----------------|---------------------------|
| Queen's sqr., Westminster | 2 0 | 2 4 | 1 8 | 1 8 | 2 8 |
| Ratcliffe Highway | 3 0 | 4 0 | 3 8 | 1 4 | 1 4 |
| Regent Circus, Oxford street | 1 0 | 1 4 | 2 4 | 2 4 | 2 4 |
| Russel Square | 0 8 | 2 0 | 2 4 | 1 8 | 2 0 |
| Red Lion, Strand | 1 4 | 2 4 | 2 0 | 1 4 | 1 8 |
| St. James's Palace | 1 8 | 2 0 | 2 0 | 2 0 | 2 4 |
| St. Paul's, Ludgate hill | 1 8 | 2 8 | 2 4 | 1 0 | 1 4 |
| Shoreditch church | 2 0 | 3 4 | 3 0 | 1 4 | 0 8 |
| Smithfield | 1 8 | 2 8 | 2 4 | 1 0 | 1 0 |
| Snow hill, King's arms | 1 4 | 2 8 | 2 4 | 1 0 | 1 4 |
| Soho Square | 1 0 | 1 8 | 2 0 | 2 0 | 2 0 |
| Southampton Rail. station | 2 8 | 3 0 | .. | 2 0 | 2 8 |
| Somerset House | 1 4 | 2 4 | 2 0 | 1 4 | 2 0 |
| Sessions House, Clerkenwell | 1 4 | 2 8 | 2 8 | 1 4 | 1 4 |
| Southwark Bridge | 2 0 | 3 0 | 2 0 | 0 8 | 1 0 |
| St. Luke's Hospital | 1 8 | 3 0 | 3 0 | 1 4 | 1 0 |
| Stones end, Borough | 2 4 | 3 4 | 1 8 | 0 8 | 1 4 |
| Temple Bar | 1 4 | 2 4 | 2 0 | 1 4 | 1 8 |
| The Tower | 2 4 | 3 4 | 2 8 | 1 0 | 1 0 |
| Vauxhall Bridge Surrey side | 2 4 | 2 8 | 0 8 | 1 8 | 2 8 |
| Victoria Theatre | 1 8 | .. | 1 4 | .. | 1 8 |
| Waterloo Bridge, Surrey side | 1 4 | 2 4 | 1 8 | 1 0 | 1 8 |
| Watling street, Queen street | 1 8 | 3 0 | 2 0 | 1 0 | 1 0 |
| Westminster Ab., West door | 1 8 | 2 4 | 1 4 | 1 8 | 2 4 |
| Westminster Bridge centre.. | 1 8 | 2 4 | 1 4 | 1 8 | 2 0 |
| Whitechapel | 2 8 | 3 8 | 2 8 | 1 0 | 0 8 |
| White Conduit House | 1 0 | 2 4 | 3 4 | 2 0 | 1 8 |
| Zoological gard. Regent's pk. | 1 4 | 2 0 | 3 4 | 3 4 | 3 4 |

N. B. The above Fares being calculated from the respective stands, the charges will vary when parties are taken up at other places. The fares to and from the railways are measured from the *entrances*, and an increase may be claimed when the vehicle is called from any neighbouring stand, or when it enters the yard, to take up or set down.

FARES BY TIME.—For any Time not exceeding thirty minutes, 1s.; above thirty minutes and not exceeding forty-five, 1s. 6d.; above forty-five minutes and not exceeding one hour, 2s.; and for any time exceeding one hour, after the rate of 6d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or distance, but not for both. Cabriolet and one-horse carriage fares are one-third less than the above.

BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| To | s | d | To | s | d |
|-----------------------------------|---|---|---------------------------------|---|---|
| Albion hotel | 1 | 0 | Icknield bridge, Monumt.-rd. | 2 | 0 |
| Botanic gardens, Edgbaston | 2 | 6 | News room | 1 | 0 |
| Bell inn, Bristol road | 1 | 6 | Old square, Stork hotel | 1 | 0 |
| Brmg. Canal off. Paradise-stl | 0 | 0 | Post office | 1 | 0 |
| Crescent (any part) | 1 | 6 | Plough & Harrow, Hagley rd. | 2 | 6 |
| Dee's Royal hotel | 1 | 0 | Swan hotel | 1 | 0 |
| Deaf & Dumb Institutions | 2 | 6 | St. Martin's church | 1 | 0 |
| Deritend bridge | 1 | 0 | St. Philip's ch. (Dee's hotel) | 1 | 0 |
| Edgbaston church, by Bris. rd | 2 | 6 | St. George's church | 1 | 0 |
| Edgbaston church, by Broad street | 3 | 0 | St. Mary's chapel | 1 | 0 |
| Edgbaston, Wellington st. | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fair View House, Hagley rd. | 2 | 6 | Sand pits Tollgate | 2 | 0 |
| Five ways Tollgate | 2 | 0 | Trinity chapel, Deritend | 1 | 6 |
| Free school, New street | 1 | 0 | Town Hall | 1 | 0 |
| General Hospital | 1 | 0 | Theatre | 1 | 0 |
| Hen and Chickens hotel | 1 | 0 | | | |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| To | s | d | To | s | d |
|----------------------------------|---|---|---------------------------------|---|---|
| Bell Vue, Clifton | 1 | 4 | King's parade | 1 | 8 |
| Berkeley square | 1 | 0 | Lawford's gate, Bridewell | 1 | 0 |
| Blackbird's gate, Staple rd | 1 | 8 | Montague parade | 1 | 4 |
| Bottom of Horfield road | 1 | 0 | Mr. Tyndall's gate | 1 | 4 |
| Bottom of Park street | 1 | 0 | 1 Mile stone, Glo'ster road | 1 | 8 |
| College street | 1 | 0 | 1 Mile stone at Baptist mills | 1 | 8 |
| Com. pound, Durdham down | 2 | 0 | Opposite Mr. Walker's house, | | |
| Cross roads, Glo'ster road | 1 | 4 | Redland | 2 | 0 |
| Cumberland basin | 1 | 8 | Public house called the Glass | | |
| Dowry parade | 1 | 8 | house, Lawrence hill | 1 | 4 |
| Glo'ster row, by Richmd. ter. | 2 | 0 | Redland court, thro' Stoke's | | |
| Glo'ster hotel, Hotwells | 1 | 8 | croft | 1 | 8 |
| Great Western Cotton works | 1 | 8 | Rownham Ferry, by N gaol | 1 | 8 |
| Hotwell house, | 2 | 0 | Royal Western hotel, Coll. pl. | 1 | 0 |
| Hotwell house, via New Gaol | 1 | 8 | Saville, by Richmond terrace | 1 | 8 |
| House, called White Ladies | 2 | 4 | St. Matthew's church | 1 | 4 |
| Inns or coach offices in | | | Top of Stoke's croft | 1 | 0 |
| Bath st, Thomas st, High | 1 | 0 | White hart, Limekiln lane | 1 | 0 |
| st, Corn st, Wine street, | | | Saville place, Berkeley place | 4 | 0 |
| Broadmead, or North st. | | | Zoological gardens | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

MANCHESTER COACH & CAB FARES,

FROM THE
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY
STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach.

| FROM | Liverpool Station, Liverpool road. | Leeds Station, Oldham road. | Birming- ham statn. Store street. |
|--------------------------------------|---|--------------------------------------|--|
| | 1 H. Cab. s d s d | 1 H. Cab. s d s d | 1 H. Cab. s d s d |
| Albion Hotel, Piccadilly | 1 41 0 | 1 00 9 | 1 00 9 |
| Banks, to all in the town | 1 00 9 | 1 00 9 | 1 00 9 |
| Blackfriars' inn | 1 00 9 | 1 41 0 | 1 01 0 |
| Birmingham Railway station | 1 81 3 | 1 41 0 | |
| Bolton Railway station | 1 00 9 | 1 41 0 | 2 82 0 |
| Bush inn, Deansgate | 1 00 9 | 1 41 0 | 1 00 9 |
| Cemetery, Ardwick | 2 41 9 | 2 01 6 | 2 82 0 |
| " Harpurhey | 3 02 3 | 1 81 3 | 1 00 9 |
| " Rusholme road | 1 81 3 | 1 81 3 | 2 82 0 |
| " Cheetham hill | 3 42 6 | 3 82 9 | 1 41 0 |
| Clarence inn, Spring gardens | 1 00 9 | 1 00 9 | 1 41 0 |
| Commercial inn, Market street | 1 00 9 | 1 00 9 | 1 41 0 |
| Corn Exchange | 1 00 9 | 1 00 9 | 1 41 0 |
| Exchange, Market place | 1 00 9 | 1 00 9 | 1 41 0 |
| King's arms, Deansgate | 1 00 9 | 1 41 0 | 1 41 0 |
| Hayward's hotel, Bridge street | 1 00 9 | 1 41 0 | 1 41 0 |
| Leeds Railway station | 2 01 6 | | 1 81 3 |
| Liverpool & Manchester railway | | 2 01 6 | 1 81 3 |
| Mosley arms, Piccadilly | 1 41 0 | 1 00 9 | 1 00 9 |
| Piccadilly coach stand | 1 41 0 | 1 00 9 | 1 00 9 |
| Post Office, Brown street | 1 00 9 | 1 00 9 | 1 00 9 |
| Royal hotel, Mosley street | 1 41 0 | 1 00 9 | 1 00 9 |
| Rainbow tavern, Market street | 1 00 9 | 1 00 9 | 1 00 9 |
| Royal Institution | 1 00 9 | 1 00 9 | 1 00 9 |
| School for the Deaf and Dumb | 1 81 3 | 3 02 3 | 2 82 0 |
| Star inn, Deansgate | 1 00 9 | 1 41 0 | 1 41 0 |
| St. Ann's square Coach stand | 1 00 9 | 1 00 9 | 1 41 0 |
| St. Peter's Coach stand | 1 00 9 | 1 00 9 | 1 00 9 |
| Talbot inn, Market street | 1 41 0 | 1 00 9 | 1 00 9 |
| Thatched House tavern | 1 00 9 | 1 00 9 | 1 00 9 |
| Theatre Royal | 1 00 9 | 1 00 9 | 1 00 9 |
| Town Hall, King street | 1 00 9 | 1 00 9 | 1 00 9 |
| " Salford | 1 00 9 | 1 81 3 | 1 00 9 |
| Zoological Gardens | 3 02 3 | 2 82 0 | 3 02 3 |

LIVERPOOL COACH AND CAR FARES

FROM THE

RAILWAY STATION, LIME STREET.

| | Coach | | | | Coach | | |
|----------------------------|-------|---|---|----------------------------|-------|---|---|
| | s | d | s | | s | d | s |
| Abercromby-square.... | 1 | 6 | 1 | Childwall | 6 | 0 | 0 |
| Adelphi hotel..... | 1 | 0 | 0 | Clarence Dock (centre g) | 2 | 6 | 1 |
| Aigburth Church | 5 | 6 | 8 | Clayton-square | 1 | 0 | 0 |
| Anfield lodge | 3 | 0 | 2 | County House of Correc. | 3 | 0 | 2 |
| house..... | 3 | 6 | 2 | Custom-house..... | 1 | 6 | 1 |
| Angel hotel..... | 1 | 0 | 8 | Duke-st, end Hanover-st. | 1 | 0 | 8 |
| Ashfield | 5 | 6 | 3 | end Berry-street | 1 | 6 | 1 |
| Beacon's-gutter..... | 2 | 6 | 1 | Duke's-place | 1 | 6 | 1 |
| Bedford-st, north of Aber- | | | | Edge-hill Coffee House | 2 | 0 | 4 |
| cromby-square | 1 | 6 | 1 | Edge-lane hall | 2 | 6 | 1 |
| south of Ditto..... | 2 | 0 | 4 | Everton village, west end | 1 | 6 | 1 |
| Berry-st, end Knight-st | 1 | 0 | 8 | Brown, end of Nether- | | | |
| Bevington-bush, top end | 1 | 6 | 1 | field-road south.. | 1 | 6 | 1 |
| Bold-st..... | 1 | 0 | 8 | Crescent | 1 | 6 | 1 |
| Bootle lower rd. south end | 3 | 0 | 2 | Netherfield-rd. south | 2 | 0 | 4 |
| First Toll-bar | 3 | 6 | 2 | Ditto north end | 2 | 6 | 1 |
| Bootle Church & Village | 5 | 0 | 3 | St. Ann's hill | 3 | 6 | 2 |
| Borough Gaol | 2 | 0 | 4 | Fairfield, London-road | 2 | 6 | 1 |
| Botanic Garden (New) | 2 | 6 | 1 | Falkner-st, end Bedford-s- | 1 | 6 | 1 |
| Boundary-street, Kirk- | | | | end Smithdown-lane, | 2 | 0 | 4 |
| dale road, end of | 2 | 6 | 1 | Falkner-terrace, Upper | | | |
| Breck-lane, end White- | | | | Parliament-st. | 2 | 0 | 4 |
| field-lane..... | 2 | 6 | 1 | Fox-st, end G. Homer-st. | 1 | 6 | 1 |
| Breck-ho..... | 3 | 6 | 2 | George's-pier | 1 | 6 | 1 |
| Brook-ho, Smithdown-la | 3 | 6 | 2 | Gilead-house, Kensington | 2 | 0 | 4 |
| Brougham-terrace..... | 1 | 6 | 1 | Gloucester pl. (centre of) | 1 | 6 | 1 |
| Brownlo-st, end Dover-st | 1 | 0 | 8 | Grinfield-street, Smith- | | | |
| end Brownlow-hill.. | 1 | 6 | 1 | down-lane | 2 | 0 | 4 |
| Brunswick-dock (centre) | 2 | 6 | 1 | Gt. Geo's-st, St James-st. | 1 | 6 | 1 |
| Cabbage-hall | 3 | 0 | 2 | Gt. Homer-st, end Fox-st. | 1 | 6 | 1 |
| Calderstones, Allerton.. | 6 | 0 | 4 | Gt. Mersey-st, Kirkdale | 2 | 6 | 1 |
| Canal Packet Station. | | | | Gt. Oxford-st, N. southe. | 2 | 0 | 4 |
| Leeds-street..... | 1 | 6 | 1 | north end | 3 | 0 | 4 |
| Canning-st, N. Cemetery | 1 | 6 | 1 | Hanover-st, Duke-st. .. | 1 | 0 | 8 |
| Percy-street | 1 | 6 | 1 | Canning-place | 1 | 6 | 1 |
| Grove-street | 2 | 0 | 4 | Heathfield-house | 5 | 0 | 3 |
| Cattle Market (New) .. | 3 | 6 | 2 | Hope-st, to Canning-st. | 1 | 6 | 1 |
| Cemetery (New) | 1 | 6 | 1 | to Up. Parliament-st. | 2 | 0 | 4 |
| Chatham-street | 2 | 0 | 4 | Huskisson-st, Chatham- | | | |
| street | 2 | 0 | 4 | street | 2 | 0 | 4 |
| Chester-st, Upper War- | | | | Islington-sq, end Shaw-st | 1 | 0 | 8 |
| wick-street..... | 2 | 0 | 4 | | | | |

(OVER)

| | Coach | | | | Coach | | |
|----------------------------|-------|---|---|----------------------------|-------|---|---|
| | s | d | s | | s | d | s |
| Kensington to Mr Carvers | 1 | 6 | 1 | Seacombe-slip | 1 | 6 | 1 |
| Queen's Arms Hotel.... | 1 | 6 | 1 | Seel-street | 1 | 0 | 8 |
| Kirkdale, Liver inn.... | 2 | 6 | 1 | Shaw-street, Islington.. | 1 | 6 | 1 |
| Lark-hill (West Derby) | 4 | 6 | 3 | Everton Brow | 1 | 6 | 1 |
| Low-hill | 1 | 6 | 1 | Smithdown lane, end of | | | |
| Marybone, end Gt. Cross | | | | Lodge-lane | 2 | 6 | 1 |
| hall-street | 1 | 0 | 8 | Soho-st, end W. Henry-st | 1 | 0 | 8 |
| Moss-st, Islington-sq-.. | 1 | 0 | 8 | South Shore (tall house) | 3 | 0 | 2 |
| London-road | 1 | 6 | 1 | Spekelands | 2 | 6 | 1 |
| Mount-pleasant, end of | | | | Stanhope-street..... | 2 | 0 | 4 |
| Hope-street | 1 | 6 | 1 | St. Ann's Church..... | 1 | 0 | 8 |
| Necropolis, Low hill .. | 1 | 6 | 1 | St. Anthony's Chapel .. | 2 | 0 | 4 |
| Netherfield-road North, | | | | St. James' Market..... | 1 | 6 | 1 |
| Mr. Earle's house.... | 2 | 0 | 4 | St. James' walk, Upper | | | |
| Newsham-house | 2 | 6 | 1 | Parliament-street .. | 2 | 0 | 4 |
| Oak-hill, Old Swan | 4 | 6 | 3 | St. Martin's Market .. | 1 | 6 | 1 |
| Old Swan | 4 | 0 | 2 | St. Michael's Ch. Pitt-st. | 1 | 6 | 1 |
| Oxford-st, Crown st.... | 2 | 0 | 4 | St. Patrick's Chapel, St. | | | |
| Paddington, half way up | 1 | 6 | 1 | James' | 2 | 0 | 4 |
| Park-lane, end Kent-st. | 1 | 6 | 1 | Town-hall | 1 | 6 | 1 |
| Parliament-st, Queens dk | 2 | 6 | 1 | Toxteth-park, High-park | | | |
| Pembroke-place, end of | | | | Coffee house | 2 | 6 | 1 |
| Ashton-street..... | 1 | 0 | 8 | Lower park Coffee-h. | 3 | 0 | 2 |
| Pythian-st, Low-hill (cen) | 1 | 6 | 1 | The Dingle | 3 | 6 | 2 |
| Plumbe's-hall..... | 2 | 6 | 1 | Herculaneum pottery .. | 3 | 6 | 2 |
| Prince's dock, center ga. | 2 | 0 | 4 | St. Michael's church .. | 4 | 0 | 2 |
| Basin..... | 2 | 6 | 1 | Fulwood lodge | 4 | 6 | 3 |
| Queen's dock, Norfolk-st. | 2 | 0 | 4 | Otterspool | 5 | 0 | 3 |
| Queen's-square | 1 | 0 | 8 | Tuebrook | 3 | 6 | 2 |
| Railway Sta. Wapping.. | 2 | 0 | 4 | Vauxhall-rd, end Leeds-st | 1 | 0 | 8 |
| Ranelagh-place | 1 | 0 | 8 | Burlington-st. | 1 | 6 | 1 |
| Richmond-hill, Breck-la. | 3 | 0 | 2 | Leigh bridge | 2 | 0 | 4 |
| Rodney-st, Leece st ... | 1 | 0 | 8 | Warwick-street, Park-rd | 2 | 0 | 4 |
| Mount-pleasant | 1 | 0 | 8 | Waterloo hotel | 1 | 0 | 8 |
| Rodney-st, Duke-street | 1 | 6 | 1 | Wavertree | 4 | 0 | 2 |
| Roscommon-st, bot. end | 1 | 6 | 1 | Wellington-road | 2 | 6 | 1 |
| Netherfield-rd. south | 2 | 0 | 4 | West Derby Chapel | 5 | 0 | 3 |
| Royal hotel..... | 1 | 0 | 8 | West Derby-street | 1 | 6 | 1 |
| Sandhill's-bridge | 3 | 0 | 2 | Williamson-square | 1 | 0 | 8 |
| Saracen's-head inn | 1 | 0 | 8 | Windsor-st, Up. Hill-st. | | | |
| Scotland-place | 1 | 0 | 8 | Harrington | 2 | 0 | 4 |
| Scotland-rd. Mile end .. | 1 | 6 | 1 | Zoological Gardens | 2 | 0 | 4 |

FARES.—The fare of every Carriage, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.

LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

BY TIME.

| | | |
|--|----|----|
| Not exceeding first quarter of an hour | 1s | 0d |
| Every succeeding quarter of an hour..... | 0 | 6 |
| For every day not exceeding 12 hours..... | 18 | 0 |

BY DISTANCE.

| | | |
|---|---|---|
| Not exceeding two-thirds of a mile | 1 | 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile | 1 | 6 |
| For every distance not exceeding one-third of a mile after the first mile, additional | 0 | 6 |
| For every passenger above four an addition of one-fourth of the whole fare. | | |
| For every stoppage (after the 1st fare) to take 2 or more up | 0 | 6 |
| For every quarter of an hour waiting, after being called or sent for, additional | 0 | 6 |
| Persons calling a Coach and not using it..... | 1 | 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional | 0 | 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage* which the passenger may have with him.

The Omnibus charges are 6d, each to all parts of the town, with 112lbs. of luggage to each person.

* This applies both to night and day fares.

TABLE

OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow, as compared with Greenwich | |
|----------------------|-------------|-----------|--|---------|
| | | | MIN. | SEC. |
| | | | | |
| Bangor | 53 14 | 4 6 w | 16 | 24 slow |
| Barnsley | 53 34 | 1 32 w | 6 | 8 slow |
| Bath | 51 23 | 2 22 w | 9 | 28 slow |
| Berwick | 55 47 | 2 0 w | 8 | 0 slow |
| Birmingham .. | 52 30 | 1 53 w | 7 | 32 slow |
| Bolton | 53 35 | 2 26 w | 9 | 44 slow |
| Bridgewater .. | 51 8 | 2 59 w | 11 | 56 slow |
| Brighton | 50 50 | 0 8 w | 0 | 32 slow |
| Bradford, York .. | 53 48 | 1 47 w | 7 | 8 slow |
| Bristol | 51 27 | 2 35 w | 10 | 20 slow |
| Buxton | 53 15 | 1 55 w | 7 | 40 slow |
| Cambridge | 52 13 | 0 6 E | 0 | 24 fast |
| Canterbury | 51 18 | 1 4 E | 4 | 16 fast |
| Carlisle | 54 53 | 2 54 w | 11 | 36 slow |
| Cheltenham | 51 54 | 2 4 w | 8 | 16 slow |
| Chester | 53 11 | 2 53 w | 11 | 32 slow |
| Coventry | 52 24 | 1 30 w | 6 | 0 slow |
| Croydon | 51 23 | 0 7 E | 0 | 28 fast |
| Darlington | 54 32 | 1 34 w | 6 | 16 slow |
| Derby | 52 56 | 1 28 w | 5 | 52 slow |
| Dover | 51 8 | 1 18 E | 5 | 12 fast |
| Dungeness Lt. house | .. .. | 0 58 E | 3 | 52 fast |
| Durham .. .. | .. .. | 1 30 w | 6 | 0 slow |
| Eddystone Lt. house | 50 11 | 4 17 w | 17 | 8 slow |
| Exeter | 50 43 | 3 32 w | 14 | 8 slow |
| Falmouth | 50 9 | 5 4 w | 20 | 16 slow |
| Gloucester | 51 52 | 2 14 w | 8 | 56 slow |
| Halifax | 53 44 | 1 52 w | 7 | 28 slow |
| Holyhead | 53 19 | 4 38 w | 18 | 32 slow |
| Hull | 53 45 | 0 20 w | 1 | 20 slow |
| Ipswich | 52 4 | 1 8 E | 4 | 32 fast |
| Lancaster | 54 3 | 2 47 w | 11 | 8 slow |

ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | | Longitude | | Time, fast or slow, as compared with Greenwich | |
|----------------------|-------------|----|-----------|------|--|---------|
| | ° | ' | ° | ' | MIN. | SEC. |
| Land's End .. | 50 | 5 | 5 | 43 w | 22 | 52 slow |
| Leeds | 53 | 48 | 1 | 34 w | 6 | 16 slow |
| Leicester | 52 | 38 | 1 | 8 w | 4 | 32 slow |
| Lincoln | 53 | 14 | 0 | 33 w | 2 | 12 slow |
| Liverpool | 53 | 25 | 2 | 59 w | 11 | 56 slow |
| Lizard Light .. | 49 | 57 | 5 | 13 w | 20 | 52 slow |
| London, Saint Paul's | 51 | 31 | 0 | 5 w | 0 | 22 slow |
| Macclesfield .. | 53 | 16 | 2 | 8 w | 8 | 32 slow |
| Manchester .. | 53 | 29 | 2 | 13 w | 8 | 52 slow |
| Merthyr Tydvil .. | 51 | 44 | 3 | 22 w | 13 | 28 slow |
| Newcastle-on-Tyne | 54 | 59 | 1 | 37 w | 6 | 28 slow |
| Northampton .. | 52 | 14 | 0 | 54 w | 3 | 36 slow |
| Norwich | 52 | 38 | 1 | 18 E | 5 | 12 fast |
| Nottingham .. | 52 | 58 | 1 | 9 w | 4 | 36 slow |
| Oxford | 51 | 45 | 1 | 15 w | 5 | 1 slow |
| Plymouth | 50 | 23 | 4 | 7 w | 16 | 29 slow |
| Portsmouth .. | 50 | 47 | 1 | 6 w | 4 | 24 slow |
| Preston | 53 | 46 | 2 | 41 w | 10 | 44 slow |
| Ramsgate | 51 | 21 | 1 | 24 E | 5 | 36 fast |
| Rochdale | 53 | 37 | 2 | 9 w | 8 | 36 slow |
| Rugby | 52 | 22 | 1 | 15 w | 5 | 0 slow |
| Scarborough .. | 54 | 17 | 0 | 24 w | 1 | 36 slow |
| Selby | 53 | 47 | 1 | 3 w | 4 | 12 slow |
| Shields | 55 | 0 | 1 | 26 w | 5 | 44 slow |
| Sheffield | 53 | 23 | 1 | 30 w | 6 | 0 slow |
| Southampton .. | 50 | 54 | 1 | 24 w | 5 | 36 slow |
| Stafford | 52 | 48 | 2 | 7 w | 8 | 28 slow |
| Stockport | 53 | 25 | 2 | 9 w | 8 | 36 slow |
| Stockton-on-Tees | 54 | 34 | 1 | 19 w | 5 | 16 slow |
| Sunderland .. | 54 | 55 | 1 | 23 w | 5 | 32 slow |
| Wakefield | 53 | 41 | 1 | 32 w | 6 | 8 slow |
| Wigan | 53 | 33 | 2 | 38 w | 9 | 52 slow |
| Winchester .. | 51 | 4 | 1 | 19 w | 5 | 16 slow |
| Windsor | 51 | 29 | 0 | 37 w | 2 | 28 slow |
| Wolverhampton .. | 52 | 35 | 2 | 8 w | 8 | 32 slow |
| Worcester | 52 | 12 | 2 | 13 w | 8 | 52 slow |
| Yarmouth | 52 | 36 | 1 | 46 E | 7 | 4 fast |
| York | 53 | 58 | 1 | 6 w | 4 | 24 slow |
| ISLE OF MAN. | | | | | | |
| Douglas | 54 | 11 | 4 | 30 w | 18 | 0 slow |

SCOTLAND.

| Names of Places, &c. | Latitude N. | | Longitude | | Time, fast or slow, as compared with Greenwich | |
|----------------------|-------------|----|-----------|------|--|---------|
| | ° | ' | ° | ' | MIN. | SEC. |
| Aberdeen | 57 | 9 | 2 | 9 w | 8 | 36 slow |
| Arbroath | 56 | 34 | 2 | 32 w | 10 | 8 slow |
| Ayr | 55 | 28 | 4 | 36 w | 18 | 24 slow |
| Dumbarton | 55 | 57 | 4 | 34 w | 18 | 16 slow |
| Dumfries | 55 | 4 | 3 | 35 w | 14 | 20 slow |
| Dundee | 56 | 28 | 2 | 56 w | 11 | 44 slow |
| Edinburgh | 55 | 58 | 3 | 10 w | 12 | 41 slow |
| Glasgow | 55 | 52 | 4 | 17 w | 17 | 7 slow |
| Greenock | 55 | 57 | 4 | 45 w | 19 | 0 slow |
| Inverness | 57 | 31 | 4 | 9 w | 16 | 36 slow |
| Kelso | 55 | 36 | 2 | 25 w | 9 | 40 slow |
| Kirkcudbright .. | 54 | 50 | 4 | 4 w | 16 | 16 slow |
| Lanark | 55 | 41 | 3 | 48 w | 15 | 12 slow |
| Leith | 55 | 59 | 3 | 11 w | 12 | 44 slow |
| Linlithgow | 55 | 58 | 3 | 36 w | 14 | 24 slow |
| Montrose | 56 | 43 | 2 | 25 w | 9 | 40 slow |
| Paisley | 55 | 51 | 4 | 27 w | 17 | 48 slow |
| Peebles | 55 | 40 | 3 | 13 w | 12 | 52 slow |
| Perth | 56 | 24 | 2 | 24 w | 13 | 36 slow |
| Port Patrick | 54 | 50 | 5 | 4 w | 20 | 16 slow |
| Selkirk | 55 | 33 | 2 | 51 w | 11 | 24 slow |
| Stirling | 56 | 6 | 3 | 55 w | 15 | 40 slow |
| IRELAND. | | | | | | |
| Armagh | 54 | 21 | 6 | 37 w | 26 | 30 slow |
| Belfast | 54 | 36 | 5 | 54 w | 23 | 36 slow |
| Cork | 51 | 54 | 8 | 30 w | 34 | 0 slow |
| Dublin | 53 | 21 | 6 | 20 w | 25 | 22 slow |
| Dunmore Head .. | 52 | 8 | 10 | 26 w | 41 | 44 slow |
| Drogheda | 53 | 48 | 6 | 22 w | 25 | 28 slow |
| Kildare | 53 | 10 | 6 | 56 w | 27 | 44 slow |
| Kilkenny | 52 | 40 | 7 | 14 w | 28 | 56 slow |
| Limerick | 52 | 39 | 8 | 35 w | 34 | 20 slow |
| Londonderry | 55 | 0 | 7 | 16 w | 29 | 4 slow |
| Portrush | 55 | 12 | 6 | 36 w | 26 | 24 slow |
| Sligo | 54 | 17 | 8 | 25 w | 33 | 40 slow |
| Tipperary | 52 | 28 | 8 | 7 w | 32 | 28 slow |
| Waterford | 52 | 16 | 7 | 9 w | 28 | 36 slow |
| Wexford | 52 | 21 | 6 | 25 w | 25 | 40 slow |
| Wicklow | 52 | 59 | 6 | 2 w | 24 | 8 slow |



STEAM COMMUNICATION BETWEEN LIVERPOOL AND PORT CARLISLE,

THREE TIMES A WEEK, VIZ :

From the Clarence Dock, Liverpool,

On Monday, Tuesday, and Thursday Nights, Three hours
before High Water ;

And from Port Carlisle,

On Wednesday, Friday, and Saturday, (day tide) One
Hour before High Water.

The Splendid Steam-Ship
"ROYAL VICTORIA,"

450 TONS BURTHEN,

Coppered & Copper-fastened,

JOHN HUDSON, COMMANDER,

Plys regularly on the above station, and will be found a safe and
expeditious conveyance for Goods and Passengers.

Cabin Fare, including Stewards' Fees.. 12s.

Steerage 5s.

APPLY TO

EDWARD JOBLING, Carlisle.
 J. D. THOMSON, 35, Water-st., Liverpool. } *Agents.*

1st Mo. 1st, 1842.

Lancaster Canal Swift Packet Boats,

Travelling at upwards of Nine Miles per hour.

| KENDAL AND LANCASTER TO PRESTON, LIVERPOOL, OR MANCHESTER. | Kendal. | Lancaster. | Arrival at Preston, | Trains leave Preston | Arrival at Liverpool or Manchester. |
|--|-------------------------------|-------------------------------|---------------------------------|----------------------------|---|
| | | | | | |
| LIVERPOOL, OR MANCHESTER, OR PRESTON, TO LANCASTER, AND KENDAL. | Manchaster. | Liverpool. | From Preston | Arrival at Lancaster. | Arrival at Kendal. |
| | 9 0 a.m. 11 15 " 2 45 p.m. | 8 45 a.m. 11 0 " 2 30 p.m. | 11 0 a.m. 1 30 p.m. 4 0 " | 2 20 p.m. 4 50 " 7 20 " | 6 20 p.m. 8 30 " |
| <div> <div> FARES BETWEEN An Omnibus 1st Mo. 1st, 1842. </div> <div> { Preston and Lancaster 1s. 6d. Lancaster and Kendal 3s. 0d. } between the Railway and Packet Stations free from charge. <i>N.B.—The Packets are Warned during the Winter Season.</i> </div> </div> | | | | | |
| <div> <div>FIRST CABIN.</div> <div>SECOND CABIN.</div> </div> | | | | | |

m Morning. a Afternoon.

QUARTERLY
TERMS.

- ☉ New Moon
☾ First Quar.
☉ Full Moon
☾ Last Quar.

| | SUN. 1st DAY | MON. 2nd DAY | TUESDAY 3rd DAY | WEDNESDAY 4th DAY | THURSDAY 5th DAY | FRIDAY 6th DAY | SATURDAY 7th DAY |
|-------------|-----------------|-----------------|--------------------|----------------------|---------------------|-------------------|---------------------|
| JAN. | S | M | T | W | T | F | S |
| 1st Month | | | | | | | |
| ☉ 3, 8.10a | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ☉ 11, 15.4a | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 19, 0.9a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 26, 50.5a | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | 30 | 31 | | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| FEB. | | | | | | | |
| 2d Month | | | | | | | |
| ☉ 2 26.10m | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 10 54.11a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18, 41.11a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 2 1.5.4a | 27 | 28 | | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| MARCH | | | | | | | |
| 3rd Month | | | | | | | |
| ☉ 4, 22.11a | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 12, 29.6a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 19, 42.10a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 26, 57.1a | 27 | 28 | 29 | 30 | 31 | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| APRIL | | | | | | | |
| 4th Month | | | | | | | |
| ☉ 2, 30.6a | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ☉ 10, 31.10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 18, 32.6a | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 24, 28.11a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| MAY | | | | | | | |
| 5th Month | | | | | | | |
| ☉ 2, 46.0a | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| ☉ 10, 38.11m | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 17, 10.0a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 24, 39.9m | 29 | 30 | 31 | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| JUNE | | | | | | | |
| 6th Month | | | | | | | |
| ☉ 1, 51.6m | | | 1 | 2 | 3 | 4 | |
| ☉ 8, 14.10a | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ☉ 15, 52.4a | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 22, 22.9a | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 30, 41.11a | 26 | 27 | 28 | 29 | 30 | | |

Lady, d. 25 Mar
Mds. 24 June
Mich. 26 Sept
Chris. 25 Dec.

JULY

7th Month

| | S | M | T | W | T | F | S |
|-------------|----|----|----|----|----|----|----|
| ☉ 8, 1.7m | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ☉ 14, 5.10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 22, 57.10 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 30, 42.2a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | 31 | | | | | | |

AUG.

8th Month

| | S | M | T | W | T | F | S |
|-------------|----|----|----|----|----|----|----|
| ☉ 6, 45.2a | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| ☉ 13, 22.5m | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 21, 14.2a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 29, 29.3a | 28 | 29 | 30 | 31 | | | |

SEPT.

9th Month

| | S | M | T | W | T | F | S |
|-------------|----|----|----|----|----|----|----|
| ☉ 4, 15.10a | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| ☉ 11, 58.3a | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 19, 34.6a | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 27, 5.3a | 25 | 26 | 27 | 28 | 29 | 30 | |

OCT.

10th Month

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| ☉ 4, 24.6m | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ☉ 11, 41.6a | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 19, 12.11a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 27, 41.0a | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | 30 | 31 | | | | | |

NOV.

11th Month

| | S | M | T | W | T | F | S |
|-------------|----|----|----|----|----|----|----|
| ☉ 2, 8.4aft | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 10, 15.1m | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18, 29.3a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 25, 59.8a | 27 | 28 | 29 | 30 | | | |

DEC. 12th

12th Month

| | M | T | W | T | F | S |
|-------------|----|----|----|----|----|----|
| ☉ 2, 15.4m | | 1 | 2 | 3 | | |
| ☉ 9, 24.10a | 4 | 5 | 6 | 7 | 8 | 9 |
| ☉ 17, 46.6a | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 24, 45.4a | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 31, 2.7a | 25 | 26 | 27 | 28 | 29 | 30 |

| | SUN. 1st DAY | MON. 2nd DAY | TUESDAY 3rd DAY | WEDNESDAY 4th DAY | THURSDAY 5th DAY | FRIDAY 6th DAY | SATURDAY 7th DAY |
|-------------|-----------------|-----------------|--------------------|----------------------|---------------------|-------------------|---------------------|
| JAN. | S | M | T | W | T | F | S |
| 1st Month | | | | | | | |
| ☉ 3, 8.10a | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ☉ 11, 15.4a | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 19, 0.9a | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 26, 50.5a | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | 30 | 31 | | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| FEB. | | | | | | | |
| 2d Month | | | | | | | |
| ☉ 2 26.10m | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 10 54.11a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18, 41.11a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 2 1.5.4a | 27 | 28 | | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| MARCH | | | | | | | |
| 3rd Month | | | | | | | |
| ☉ 4, 22.11a | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 12, 29.6a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 19, 42.10a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 26, 57.1a | 27 | 28 | 29 | 30 | 31 | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| APRIL | | | | | | | |
| 4th Month | | | | | | | |
| ☉ 2, 30.6a | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ☉ 10, 31.10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 18, 32.6a | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 24, 28.11a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| MAY | | | | | | | |
| 5th Month | | | | | | | |
| ☉ 2, 46.0a | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| ☉ 10, 38.11m | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 17, 10.0a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 24, 39.9m | 29 | 30 | 31 | | | | |

| | S | M | T | W | T | F | S |
|--------------|----|----|----|----|----|----|----|
| JUNE | | | | | | | |
| 6th Month | | | | | | | |
| ☉ 1, 51.6m | | | 1 | 2 | 3 | 4 | |
| ☉ 8, 14.10a | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ☉ 15, 52.4a | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 22, 22.9a | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 30, 41.11a | 26 | 27 | 28 | 29 | 30 | | |

INDEX.

PAGE

PAGE

| | | | |
|---------------------------------|-------|---------------------------------|-------|
| Almanack for 1842..... | 70 | Manchester, Plan of Town | 52 |
| Arbroath and Forfar | 27 | Manchester Ch & Cab Fares | 61 |
| Birmingham Cab Fares | 60 | Manchester and Bolton .. | 25 |
| Birmingham, Plan of..... | 50 | Manchester to Stockport.. | 23 |
| Birm., & Derby June. 12 | | Manchester and Leeds.. | 15-16 |
| Ditto ditto Map of..... | 40 | Ditto ditto, Map of Line | 48 |
| Birm., and Gloucester | 13 | Midland Counties..... | 17-18 |
| Birm. & Glo'ster, Mp. of L. | 46 | Ditto ditto, Map of L. 40-48-49 | |
| Bolton and Preston | 28 | Newcastle and Carlisle .. | 26 |
| Bolton and Leigh | 23 | Newcastle and North Shields | 31 |
| Ditto ditto, Map of Line | 44 | Northern and Eastern | 8 |
| Bristol, Plan of..... | 51 | North Midland | 21-22 |
| Bristol Fly Fares | 60 | North Midland, Map of | 48-49 |
| Chester and Crewe | 11 | North Union | 24 |
| Chester and Birkenhead .. | 29 | Ditto ditto Map of Line | 44 |
| Dundee and Arbroath | 27 | Nottingham and Derby | 17-18 |
| Eastern Counties | 31 | Paisley and Renfrew | 26 |
| Eng. and Wales, Names of | | Preston and Wyre..... | 25 |
| railways in..... | 55 | Preston and Wyre Mp. of L. | 44 |
| Garnkirk and Glasgow.... | 31 | Stockton and Darlington.. | 31 |
| Glasgow, Paisley, & Greenk. | 31 | Stockton and Harlepool.. | 20 |
| Great Western | 4-5-6 | Sheffield and Rotherham.. | 26 |
| Great West., Map of L. 41-42-47 | | Sheffield, Ashton, & Manch. | 9 |
| Great North of England | 30 | Sect. of Railways as under | 23a |
| Glasgow and Ayr | 27 | Birmingham & Gloucester | |
| Grand Junction | 10-11 | Birm., and Derby June. | |
| Grand Junc., Map of L. 44-45 | | Bolton and Preston | |
| Hull and Selby | 20 | Chester and Crewe | |
| Lancaster and Preston.... | 29 | Chester and Birkenhead | |
| Ditto ditto Map of Line | 44 | Eastern Counties | |
| Latitudes & Longitudes, &c | 65 | Edinburgh and Glasgow | |
| Leeds Coach Fares | 64 | Grand Junction | |
| Leeds and Selby, Map of L. | 48 | Great Western | |
| Liverpool and Manchester | 14 | Great North of England | |
| Lpool. & Man. Map of | 44 | Hull and Selby | |
| Liverpool, Plan of Town .. | 53 | London and Birmingham | |
| Liverpool Ch. & Car Fares | 62 | Liverpool and Manchester | |
| London, Plan of..... | 1 | Lancaster and Preston Junc. | |
| London and Birmingham.. | 2-3 | London and South Western | |
| London & Birm., Map of 40-41 | | Midld. Counties—Derby Br. | |
| London Cab Fares..... | 56 | Manchester and Bolton | |
| London and Croydon | 29 | Manchester and Leeds | |
| London and Blackwall ... | 8 | North Midland | |
| London and Brighton ... | 9 | Newcastle and Carlisle | |
| London and Greenwich .. | 8 | York and North Midland | |
| London and South Western | 7 | Taff Vale | 27 |
| London & S. West. Mp. 41-43 | | York and North Midland.. | 19 |